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Announcing

PRINCIPAL OFFICIALS IN THE EXECUTIVE BRANCH

Appointed January 20-
February 20, 1961

A listing of more than 250 appointments of key officials made after January 20, 1961. Serves as a supplement to the 1960-61 edition of the U.S. Government Organization Manual

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Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3394

MODIFICATION OF TRADE AGREEMENT CONCESSIONS ON BICYCLES AND PINEAPPLES

By the President of the United States
of America

A Proclamation

1. WHEREAS, pursuant to the authority vested in him by the Constitution and the statutes, including section 350 of the Tariff Act of 1930, as amended (19 U.S.C. 1351), the President, on October 30, 1947, entered into a trade agreement with certain foreign countries, which consists of the General Agreement on Tariffs and Trade, including a schedule of United States concessions (hereinafter referred to as Schedule XX-1947) and the Protocol of Provisional Application of the General Agreement on Tariffs and Trade, together with a Final Act Adopted at the Conclusion of the Second Session of the Preparatory Committee of the United Nations Conference on Trade and Employment (61 Stat. (pts. 5 and 6) A7, A11, and A2051), and by Proclamation No. 2761A of December 16, 1947 (61 Stat. (pt. 2) 1103), proclaimed such modifications of existing duties and other import restrictions of the United States and such continuance of existing customs or exercise treatment of articles imported into the United States as were then found to be required or appropriate to carry out such trade agreement, which proclamation has been supplemented by subsequent proclamations including Proclamation No. 2769 of January 30, 1948 (62 Stat. (pt. 2) 1479), and Proclamation No. 3140 of June 13, 1956 (70 Stat. C33);

2. WHEREAS United States tariff concessions on bicycles provided for in paragraph 371 of the Tariff Act of 1930 were included in such trade agreement, such concessions, and the appropriate headings, being set forth in item 371 [first] in Part I of Schedule XX-1947 as follows:

Tariff Act of 1930, paragraph	Description of Products	Rate of Duty
371	Bicycles with or without tires, having wheels in diameter (measured to the outer circumference of the tire): Over 25 inches: If weighing less than 36 pounds complete without accessories and not designed for use with tires having a cross-sectional diameter exceeding 1½ inches. Other	\$1.25 each, but not less than 7½% nor more than 15% ad val. \$2.50 each, but not less than 15% nor more than 30% ad val. \$2 each, but not less than 15% nor more than 30% ad val. \$1.25 each, but not less than 15% nor more than 30% ad val.
	Over 19 but not over 25 inches.	
	Not over 19 inches	

3. WHEREAS Article XXVIII of the said General Agreement on Tariffs and Trade (8 UST (pt. 2) 1790) provides that a contracting party may, pursuant to procedures provided for therein, modify or withdraw concessions in its schedules to that agreement;

4. WHEREAS due notice of intention to enter into negotiations under the said Article XXVIII with a view to the modification or withdrawal of the concessions represented by item 371 [first] in Part I of Schedule XX-1947 was given, and the views presented by interested persons were received and considered, and information and advice with respect to such negotiations were sought from the Departments of State, Agriculture, Commerce, and Defense and from other sources, and an investigation and report to the President under the provisions of section 3 of the Trade Agreements Extension Act of 1951, as amended (19 U.S.C. 1360), have been made by the United States Tariff Commission with respect to the products involved in such negotiations;

5. WHEREAS, agreement for the modification of the said concessions in

the manner set forth below in this recital having been reached pursuant to Article XXVIII of the said General Agreement, I determine that it is required or appropriate in order to carry out the agreement specified in the first recital hereof that Part I of Schedule XX-1947 be applied as though the said item 371 [first] and the appropriate headings read as follows:

Tariff Act of 1930, paragraph	Description of Products	Rate of Duty
371	Bicycles with or without tires, having wheels in diameter (measured to the outer circumference of the tire): Over 25 inches: If weighing less than 36 pounds complete without accessories and not designed for use with tires having a cross-sectional diameter exceeding 1½ inches. Other	\$1.87½ each, but not less than 11¼% nor more than 22½% ad val. \$3.75 each, but not less than 22½% nor more than 30% ad val. \$3 each, but not less than 22½% nor more than 30% ad val. \$1.87½ each, but not less than 22½% nor more than 30% ad val.
	Over 19 but not over 25 inches.	
	Not over 19 inches	

6. WHEREAS a proclaiming of the application of Part I of Schedule XX-1947 as set forth in the fifth recital of this proclamation would supersede Proclamation No. 3108 of August 18, 1955 (70 Stat. C4), relating to such concessions;

7. WHEREAS, pursuant to the authority vested in him by the Constitution and the statutes, including the said section 350 of the Tariff Act of 1930, as amended, the President, on October 30, 1947, entered into an exclusive trade agreement with the Government of the Republic of Cuba (61 Stat. (pt. 4) 3699), which includes certain portions of other documents made a part thereof and provides for the treatment in respect of ordinary customs duties of products of

the Republic of Cuba imported into the United States of America, and thereafter by Proclamation No. 2764 of January 1, 1948 (62 Stat. 1465), proclaimed such modifications of existing duties and other import restrictions of the United States of America in respect of products of the Republic of Cuba and such continuance of existing customs and excise treatment of products of the Republic of Cuba imported into the United States of America as were then found to be required or appropriate to carry out such exclusive trade agreement on and after January 1, 1948, which proclamation has been supplemented by subsequent proclamations, including Proclamation No. 3105 of July 22, 1955 (69 Stat. c44), Part III of which amended the list set forth in the ninth recital of the said Proclamation No. 2764 of January 1, 1948;

8. WHEREAS Proclamation No. 3390 of January 18, 1961 (26 F.R. 507), terminated in part the proclamation of February 1, 1936 (49 Stat. (pt. 2) 3851), proclaiming the trade agreement entered into on December 18, 1935, with the President of the Republic of Honduras (49 Stat. (pt. 2) 3852), including item 747 in Schedule II annexed to that trade agreement;

9. WHEREAS, in view of the termination by Proclamation No. 3390 of the said proclamation of item 747 in Schedule II to the trade agreement with Honduras, it is required or appropriate in order to carry out the trade agreement specified in the first recital of this proclamation that, effective as of the beginning of February 28, 1961, item 747 in the list set forth in the seventh recital of Proclamation No. 2769 of January 30, 1948, as amended by Part III(a) of Proclamation No. 3140 of June 13, 1956, be amended to read as follows:

Tariff Act of 1930, paragraph	Description of Products	Rate of Duty
747-----	Pineapples:	
	In crates.....	35¢ per crate of 2.45 cu. ft.
	Not in crates and not in bulk.	27¢ per crate of 2.45 cu. ft.;

and

10. WHEREAS, in view of the termination by Proclamation No. 3390 of January 18, 1961, of the proclamation of item 747 in Schedule II to the trade agreement with Honduras, it is required or appropriate to carry out the trade agreement specified in the seventh recital of this proclamation that the rate of duty in item 747 in the list set forth in the ninth recital of Proclamation No. 2764 of January 1, 1948, as amended by Part III of Proclamation No. 3105 of July 22, 1955, be amended to read ".84 $\frac{2}{3}$ ¢ each":

NOW, THEREFORE, I, JOHN F. KENNEDY, President of the United States of America, acting under the authority of the Constitution and statutes, including the said section 350 of the Tariff Act of 1930, as amended, do proclaim as follows:

PART I

To the end that the trade agreements referred to in the foregoing recitals may be carried out:

(a) Effective at 5 P.M. on the day following the date hereof, at the respective ports of entry, Proclamation No. 3108 of August 18, 1955, referred to in the sixth recital of this proclamation is terminated;

(b) Effective at the opening of the Customs House, at the respective ports

of entry, on the second day following the date hereof, Part I in Schedule XX-1947 shall be applied as though item 371 [first] therein read as set forth in the fifth recital of this proclamation;

(c) Effective at the beginning of February 28, 1961, the list set forth in the seventh recital of Proclamation No. 2769 of January 30, 1948, as amended by Part III(a) of Proclamation No. 3140 of June 13, 1956, is further amended as set forth and described in the ninth recital of this proclamation.

PART II

To the end that the trade agreement referred to in the seventh recital of this proclamation may be carried out, effective at the beginning of February 28, 1961, the list set forth in the ninth recital of Proclamation No. 2764 of January 1, 1948, as amended by Part III of Proclamation No. 3105 of July 22, 1955, shall be further amended as set forth in the tenth recital of this proclamation.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States of America to be affixed.

DONE at the City of Washington this twenty-fifth day of February in the year of our Lord nineteen hundred [SEAL] and sixty-one, and of the Independence of the United States of America the one hundred and eighty-fifth.

JOHN F. KENNEDY

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 61-1812; Filed, Feb. 27, 1961;
1:22 p.m.]

Rules and Regulations

Title 7—AGRICULTURE

Chapter VII—Commodity Stabilization Service (Farm Marketing Quotas and Acreage Allotments), Department of Agriculture

[Amdt. 12]

PART 719—RECONSTITUTION OF FARMS, FARM ALLOTMENTS, AND FARM HISTORY AND SOIL BANK BASE ACREAGES

Miscellaneous Amendments

Basis and purpose. These amendments are issued pursuant to sections 375 (b) and 378(a) of the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1375(b) and 1378(a)), and section 124 of the Soil Bank Act (7 U.S.C. 1812) for the purpose of: (1) Expanding the cropland definition and guides for its application to include provisions pertaining to the preservation of the cropland classification for any land on which a change in land use from cultivated cropland to permanent vegetation carried out under a Conservation Reserve or Great Plains Conservation contract is maintained pursuant to Public Law 86-793 (74 Stat. 1030; 7 U.S.C. 1837) and (2) to provide that a reconstitution of all or part of a farm leased to the former owner by an acquiring agency having the right of eminent domain shall not be made until such time as legal displacement of the owner does in fact occur.

Since these amendments expand regulations now in effect to include legislation enacted by the 86th Congress and signed into law on September 14, 1960, and to clarify existing regulations with respect to reconstitutions where all or a part of an acquired farm is leased to the former owner, it is hereby determined that compliance with the notice, public procedure, and effective date requirements of the Administrative Procedure Act (5 U.S.C. 1003) is impracticable and contrary to the public interest and that this amendment shall become effective upon publication in the FEDERAL REGISTER.

1. Section 719.2(g) (25 F.R. 1065) is amended to read as follows:

§ 719.2 Definitions.

(g) "Cropland" means land which the county committee determines: (1) Was tilled in at least one of the five calendar years immediately preceding the crop year for which the determination is being made; or (2) was established in permanent vegetative cover within the five calendar years immediately preceding the crop year for which the determination is being made and was classified as cropland at the time of establishment; or (3) has been tilled but at the time of determination is in an established crop rotation pattern recognized in the community. Land planted to vineyards, orchards, or other trees which was clas-

sified as cropland at the time of planting shall retain the cropland classification for the year of planting only, except that portions of the land area within an orchard or vineyard not devoted to trees or vines shall be classified as cropland if such land area meets the requirements of the first sentence of this paragraph. In so far as the acreage of cropland on any farm enters into the determination of acreage allotments or marketing quotas under the Agricultural Adjustment Act of 1938, as amended, the cropland acreage on any farm shall not be decreased, during the period of any Conservation Reserve or Great Plains Program contract heretofore or hereafter entered into and for a period after expiration of such contract equal to the period of the contract, by reason of the maintenance of any change in land use from cultivated cropland to permanent vegetation carried out under the contract or by reason of the continued maintenance of permanent vegetation maintained under the contract.

2. Section 719.10(f) (23 F.R. 6731) is amended to read as follows:

§ 719.10 Guides for applying cropland definition.

(f) *Land covered by a Conservation Reserve or Great Plains Program contract.* Cropland on which permanent vegetation was established and maintained in accordance with the provisions of the contract, or on which permanent vegetation was established prior to the contract but was maintained in accordance with provisions of the contract under the above programs, shall retain the cropland classification for allotment and quota purposes for the effective period of the applicable contract and for a period following the expiration of any contract which has run its full term equal to the period of such contract. For this purpose, maintenance during the period of the contract must conform with the applicable program provisions. After expiration of the contract, maintenance requirements will be considered as having been met if the land is kept, conformable with good farming practices, in the use approved for it at the time the contract was terminated. Grazing and harvesting are permitted but protection is lost whenever the vegetative cover is destroyed. Re-establishment of the same cover, if needed, or a change to an equally or more enduring cover, will not terminate the protection. Any needed re-establishment must be carried out with the least possible delay. Any soil-depleting crop used as a nurse crop for re-establishment must not be harvested. The utilization of a nurse crop for hay will not be considered as disqualifying if consistent with good farming practices for the re-establishment. Upon expiration of the period of protection, the acreage shall be reappraised in consideration of the definition of cropland to determine its proper classification.

3. Section 719.12(e) (25 F.R. 4129) is amended to read as follows:

§ 719.12 Pooling of farm acreage allotment where the farm owner is displaced by a Federal, State, or other agency having the right of eminent domain.

(e) *Reconstitution where only a part of a farm is acquired by an agency or where all or part of an acquired farm is leased to the former owner.* (1) Where only a part of a farm is acquired by an agency having the right of eminent domain, the acquired portion of the farm shall be constituted separately from that portion not so acquired whenever displacement of the former owner occurs: *Provided, however,* That no reconstitution shall be made in any case where the cropland acquired by an agency for non-farming purposes is less than 15 percent of the total cropland on the farm, in which case, that portion of the allotment, history acreages, and other pertinent data attributable to that part of the farm so acquired shall be transferred to that part of the farm not so acquired.

(2) Where possession of all or part of the acquired land is retained by the former owner by virtue of a lease with the acquiring agency and the conditions prescribed in paragraph (d) (4) of this section (25 F.R. 5445) have been met, any portion of the acquired land which is not leased by the former owner shall be constituted separately from the leased land whenever displacement of the former owner occurs. Leased land shall be reconstituted upon termination or expiration of the lease or upon voluntary displacement.

(Secs. 375, 378, 52 Stat. 66, as amended, 72 Stat. 995, sec. 124, 70 Stat. 198; 7 U.S.C. 1375, 1378, 1812)

Done at Washington, D.C., this 24th day of February 1961.

H. D. GODFREY,
Administrator,
Commodity Stabilization Service.

[F.R. Doc. 61-1772; Filed, Feb. 28, 1961; 8:50 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 71—GENERAL PROVISIONS

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Miscellaneous Amendments

On September 22, 1960, there was published in the FEDERAL REGISTER (25 F.R.

9121) a notice with respect to proposed amendments to Parts 71, 76, and 81, Subchapter C, Chapter I, Title 9, Code of Federal Regulations. After due consideration of all relevant material submitted in connection with such notice and pursuant to the provisions of the Act of February 2, 1903, as amended, and sections 4 through 7 of the Act of May 29, 1884, as amended (21 U.S.C. 111-113, 115, 117, 120), the regulations in Parts 71 and 76, as amended, restricting the interstate movement of animals because of contagious, infectious, and communicable diseases, are hereby further amended in the following respects:

1. Section 71.3 of Part 71 is amended to read as follows:

§ 71.3 Interstate movement of diseased animals and poultry generally prohibited.

(a) Animals or poultry affected with any of the following diseases, which are endemic to the United States: Bovine piroplasmiasis or splenic fever, scabies, hog cholera, acute swine erysipelas, tuberculosis, paratuberculosis, brucellosis, scrapie, bluetongue in sheep, anthrax, screwworms, psittacosis or ornithosis, and Newcastle disease, or any other communicable disease which is endemic to the United States, or which are cattle fever tick infested, shall not be moved interstate.

(b) Animals or poultry affected with any of the following diseases, not known to exist in the United States: foot-and-mouth disease, rinderpest, African swine fever, Teschen disease, contagious bovine pleuropneumonia, European fowl pest, dourine, vesicular exanthema, and glanders, or any other communicable foreign disease not known to exist in the United States, shall not be moved interstate.

(c) Notwithstanding the provisions of paragraphs (a) and (b) of this section:

(1) Domestic animals which have reacted to a test recognized by the Secretary of Agriculture for brucellosis, or paratuberculosis, which are not affected with any other disease referred to in this section and are not tick infested, may be moved interstate in accordance with the provisions of Subpart B of Part 78 of this subchapter in the case of brucellosis reactors and with the provisions of Part 80 of this subchapter in the case of paratuberculosis reactors; and (2) cattle which have reacted to the tuberculin test, which are not affected with any other disease referred to in this section and are not tick infested, may be moved interstate in accordance with the provisions of § 77.8 of this subchapter.

(d) Before offering cattle or other livestock or poultry for interstate transportation, transporting them interstate, or introducing them into any stockyards or upon routes of traffic for interstate transportation, all persons, companies, or corporations are required to exercise reasonable diligence to ascertain whether such animals or poultry are affected with any contagious, infectious, or communicable disease, or have been exposed to the contagion or infection of any such disease by contact with other animals or poultry so diseased or by location in pens, cars, or other vehicles, or upon premises

that have contained animals or poultry so diseased.

2. Part 76 is amended as follows:

a. The part heading is changed to read as set forth above.

b. Section 76.1 of said regulations (9 CFR Part 76) is amended by deleting from the section the phrase "or swine plague."

(Secs. 4, 5, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended; 21 U.S.C. 111-113, 120, 121. Interpret or apply secs. 6, 7, 23 Stat. 32, as amended; 21 U.S.C. 115, 117, 19 F.R. 74, as amended)

The primary purposes of the foregoing amendments are to (1) include poultry within the provisions of § 71.3 of the regulations in Subchapter C, Chapter I, Title 9, Code of Federal Regulations; (2) name the specific diseases covered by the regulations in Subchapter C; and (3) delete the words "swine plague" from Part 76 of that subchapter. Certain of the proposed amendments included in the notice of rule making have not been included in the amendments adopted herein.

Effective date. The foregoing amendments shall become effective 30 days after publication in the *FEDERAL REGISTER*.

Done at Washington, D.C., this 24th day of February 1961.

M. R. CLARKSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 61-1770; Filed, Feb. 28, 1961;
8:50 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 682; Amdt. 257]

PART 507—AIRWORTHINESS DIRECTIVE

Fairchild F-27 Series Aircraft

As a result of a wheels-up landing which caused extensive fuselage damage to a Fairchild F-27 aircraft, it was found that a main landing gear drag strut bolt had failed. Subsequent inspections on other aircraft revealed additional cracked bolts. In view of the safety hazard, a directive is necessary requiring inspection of the bolts on aircraft having 1,000 or more hours within the next 25 hours' time in service unless already accomplished within the past 125 hours' time in service.

Since safety of the aircraft is involved, notice and public procedure hereon are impracticable and good cause exists for making this amendment effective upon publication in the *FEDERAL REGISTER*.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

FAIRCHILD. Applies to all Fairchild F-27 Series aircraft.

Compliance required as indicated.

Due to the failure of several main landing gear drag strut attaching bolts, the following is required on aircraft having 1,000 or more hours' time in service.

(a) Within the next 25 hours' time in service after effective date, unless already accomplished within the past 125 hours' time in service:

(1) Remove the bolts, Dowty P/N's 9017-Y11 and 9027Y7, and inspect for cracks using magnetic particle or dye penetrant methods or equivalents. Cracks emanate from the center grease hole and progress around the bolt circumference. Bolts found cracked must be replaced immediately, either with the original type bolts, nuts, and washers, or the following may be substituted.

(i) For the upper bolt, P/N 9017Y11, substitute an NAS 630-38 bolt, one NAS 143-10C washer under the bolt head and an AN310-10 or AN320-10 nut. Where an NAS 630-38 bolt is not available, longer NAS 630 bolt lengths may be used with NAS 143-10 washers under the nut provided proper clearances are maintained.

(ii) For the lower bolt, P/N 9027Y7, substitute a NAS 632-60 bolt, one NAS 143-12C washer under the bolt head and an AN310-12 or AN320-12 nut. Where a NAS 632-60 bolt is not available, longer NAS 632 bolt lengths may be used with NAS 143-12 washers under the nut provided proper clearances are maintained.

(2) Drill a 0.141-inch diameter hole in the bolts noted in (a)(1) (i) and (ii), for a cotter pin. Coat each bolt with MIL-G-3278A grease before installing. The nut should be tightened to fit snug.

(b) Oil NAS bolts daily, with SAE 20 motor oil, without removing.

(c) If NAS bolts are installed, they must be inspected using the magnetic particle or dye penetrant methods or equivalents and regreased every 150 hours time in service from date of installation. Cracked bolts must be replaced immediately in accordance with paragraph (a)(1).

(d) If no cracks are evident in the existing bolts, P/N's 9017Y11 and 9027Y7, they may be reinstalled. These bolts must be removed and inspected per (a)(1) at intervals of 150 hours' time in service from date of reinstallation.

(e) New original bolts Dowty P/N's 9017-Y11 and 9027Y7 may be used to replace the existing bolts, after which further inspection will not be required until the new bolts have accumulated 1,000 hours' time in service. After this, (a)(1) and (d) will apply.

This amendment shall become effective March 1, 1961.

(Sec. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on February 23, 1961.

GEORGE C. PRILL,
Acting Director, Bureau
of Flight Standards.

[F.R. Doc. 61-1764; Filed, Feb. 28, 1961;
8:49 a.m.]

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 60-NY-144]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

Modification

The purpose of these amendments to §§ 600.6157, 600.6223, 600.6140, 600.6092, 600.6144, 600.6174, and 600.1526 of the

regulations of the Administrator is to change the descriptions of VOR Federal airways based on the Washington, D.C., VOR.

The Federal Aviation Agency is establishing a VORTAC facility on Washington National Airport, Washington, D.C., Testing and construction activities associated with this project will interfere with the reliable operation of the existing Washington VOR. Therefore, a temporary VOR will be located on Bolling Air Force Base, located approximately ½ mile east of the present site, to serve the existing airways structure based on the VOR. Thus, the actions taken herein reflect the required changes.

Since the changes effected by these amendments impose no additional burden on any person, notice and public procedure hereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), the following actions are taken:

1. In the text of § 600.6157 (14 CFR 600.6157, 25 F.R. 1990, 2885, 6266, 3814, 8861, 26 F.R. 573) "the Washington VOR 189° True radials." is deleted and "the Washington VOR 190° True radials." is substituted therefor.

2. In the text of § 600.6223 (25 F.R. 12933) "Washington, D.C., VOR 189°" is deleted and "Washington, D.C., VOR 190°" is substituted therefor.

3. In the text of § 600.6140 (14 CFR 600.6140, 25 F.R. 630, 5874, 12234, 6753) "Washington TVOR 245°" is deleted and "Washington VOR 249°" is substituted therefor.

4. In the text of § 600.6092 (14 CFR 600.6092, 25 F.R. 6516) "Washington TVOR 245°" is deleted and "Washington VOR 249°" is substituted therefor.

5. In the text of § 600.6144 (14 CFR 600.6144, 25 F.R. 3576, 4643) "Washington, D.C., VOR 245°" is deleted and "Washington, D.C., VOR 249°" is substituted therefor.

6. In the text of § 600.6174 (25 F.R. 4955, 7205) "Washington, D.C., VOR 245°" is deleted and "Washington, D.C., VOR 249°" is substituted therefor.

7. In the text of § 600.1526 (26 F.R. 1079) "Washington, D.C., VOR 245°" is deleted and "Washington, D.C., VOR 249°" is substituted therefor.

These amendments shall become effective 0402 e.s.t., April 6, 1961.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on February 21, 1961.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 61-1740; Filed, Feb. 28, 1961; 8:45 a.m.]

[Airspace Docket No. 60-FW-83]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

PART 608—SPECIAL USE AIRSPACE

Designation of Restricted Area/Military Climb Corridor and Modification of Federal Airways

On November 19, 1960, a notice of proposed rule making was published in the FEDERAL REGISTER (25 F.R. 11039) stating that the Federal Aviation Agency proposed to designate a restricted area/military climb corridor at Ellington Air Force Base, Houston, Tex., and modify VOR Federal airways No. 15, 76 and 180.

No adverse comments were received regarding the proposed amendments. Subsequent to publication of the notice, Airspace Docket No. 60-WA-194 has been published in the FEDERAL REGISTER (26 F.R. 870) which changes, among other things, the "Explanation of Terms" and the restricted area numbers in Part 608 of the regulations of the Administrator. Therefore, actions taken herein will conform to those changes. This will not change the allocation of airspace as proposed. In addition, it has been determined that a slight modification to the designated altitudes between the 9 and 10 miles portion of the climb corridor can be made and that the upper limits at or above 24,000 feet MSL will be expressed in flight levels to conform to the use of a standard altimeter setting at these altitudes. This will provide better utilization of the airspace above and below the climb corridor. Such action is also taken herein.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendments having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated herein and in the notice, the following actions are taken:

1. In § 608.63 (26 F.R. 886) the following is added:

R-6310 Houston, Tex. (Ellington AFB) Restricted Area/Military Climb Corridor:

Boundaries. That area centered on the 223° True radial of the Ellington AFB TACAN (latitude 29°36'24" N., longitude 95°09'31" W.), beginning 8 miles SW of the TACAN and extending to 35 miles SW of the TACAN, having a width of 2.5 miles at the beginning, and expanding uniformly to a width of 5 miles at the outer extremity.

Designated altitudes:

2,000' MSL to 15,000' MSL from 8 miles SW of the TACAN to 9 miles SW of the TACAN.

2,000' MSL to flight level 240 from 9 to 10 miles SW of the TACAN.

2,000' MSL to flight level 270 from 10 to 13 miles SW of the TACAN.

6,000' MSL to flight level 270 from 13 to 18 miles SW of the TACAN.

10,000' MSL to flight level 270 from 18 to 23 miles SW of the TACAN.

15,000' MSL to flight level 270 from 23 to 28 miles SW of the TACAN.

19,000' MSL to flight level 270 from 28 to 35 miles SW of the TACAN.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Houston Approach Control.

Using agency. Commander, Ellington AFB, Tex.

2. In the text of § 600.6180 (14 CFR 600.6180) add "The portion of this airway that coincides with R-6310 shall be used only after obtaining prior approval from the appropriate authority."

3. In the text of § 600.6076 (14 CFR 600.6076) "Galveston, Tex., VOR." is deleted and "Galveston, Tex., VOR, excluding the portion of the airway which coincides with R-6310." is substituted therefor.

4. In the text of § 600.6015 (14 CFR 600.6015, 25 F.R. 5481, 8635, 13746) "Minot VOR 197° True radials." is deleted and "Minot VOR 197° True radials, excluding the portion of the airway which coincides with R-6310." is substituted therefor.

These amendments shall become effective 0001 e.s.t., May 4, 1961.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on February 21, 1961.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 61-1741; Filed, Feb. 28, 1961; 8:45 a.m.]

Title 17—COMMODITY AND SECURITIES EXCHANGES

Chapter II—Securities and Exchange Commission

PART 230—GENERAL RULES AND REGULATIONS

Delaying Amendments

Adoption of amendments to Rules 473 and 478.

Section 8(a) of the Securities Act of 1933 provides that registration statements filed under that Act shall become effective on the twentieth day after filing or such earlier date as the Commission shall determine. The filing of an amendment to the statement establishes a new filing date and starts the twenty-day period running anew. In order to prevent registration statements from becoming effective through the lapse of time and before they have been amended to cure any deficiencies therein, it has been the practice of registrants to file technical or so-called "delaying" amendments to start the waiting period running again.

The Commission has amended Rule 473 (§ 230.473) to provide for the filing, either with a registration statement or at a later date, of an amendment which would operate to delay the effective date of the statement without the necessity of filing a delaying amendment at the expiration of each successive twenty-day period. The delaying effect of such an

amendment may be terminated in either of two ways. One way is by filing a further amendment which specifically states that the registration statement shall thereafter become effective in accordance with section 8(a) of the Act. The other way is by the Commission's granting acceleration of the effective date of the registration statement. If the former method is followed, the registration statement will ordinarily become effective on the twentieth day after the filing of the further amendment, unless the Commission in the meantime grants acceleration of the effective date.

The new procedure is not mandatory although it is expected that registrants will find it to their advantage to follow it in order to avoid the necessity of preparing and filing successive delaying amendments. Use of the new method of delaying the effective date of a registration statement will not prejudice the orderly processing of the registration statement in the normal course unless the registrant specifically indicates a desire for such delay.

The Commission has also adopted an amendment to Rule 478 (§ 230.478) to permit the signing of any amendment filed pursuant to Rule 473 (§ 230.473) by the registrant or its agent for service.

I. Rule 473 (§ 230.473), as amended, reads as follows:

§ 230.473 Delaying amendments.

(a) An amendment in the following form filed with a registration statement, or as an amendment to a registration statement which has not become effective, shall be deemed, for the purpose of section 8(a) of the Act, to be filed on such date or dates as may be necessary to delay the effective date of such registration statement (1) until the registrant shall file a further amendment which specifically states as provided in paragraph (b) that such registration statement shall thereafter become effective in accordance with section 8(a) of the Act, or (2) until the registration statement shall become effective on such date as the Commission, acting pursuant to section 8(a), may determine:

The registrant hereby amends this registration statement on such date or dates as may be necessary to delay its effective date until the registrant shall file a further amendment which specifically states that this registration statement shall thereafter become effective in accordance with section 8(a) of the Securities Act of 1933 or until the registration statement shall become effective on such date as the Commission, acting pursuant to said section 8(a), may determine.

(b) An amendment which for the purpose of paragraph (a) (1) of this section specifically states that a registration statement shall thereafter become effective in accordance with section 8(a) of the Act, shall be in the following form:

This registration statement shall hereafter become effective in accordance with the provisions of section 8(a) of the Securities Act of 1933.

(c) An amendment pursuant to paragraph (a) of this section which is filed

with a registration statement shall be set forth on the facing page thereof following the calculation of the registration fee. Any such amendment filed after the filing of the registration statement, any amendment altering the proposed date of public sale of the securities being registered, or any amendment filed pursuant to paragraph (b) of this section may be made by telegram or letter. Each such telegraphic amendment shall be confirmed in writing within a reasonable time by the filing of a signed copy of the amendment. Such confirmation shall not be deemed an amendment.

§ 230.478 [Amendment]

II. Paragraph (a) of Rule 478 (§ 230.478), as amended, reads as follows:

(a) A power to amend the registration statement (1) by filing an amendment as provided in § 230.473; (2) by filing any written consent; (3) by correcting typographical errors; (4) by reducing the amount of securities registered, pursuant to an undertaking contained in the registration statement.

The foregoing action is taken pursuant to the Securities Act of 1933, particularly sections 8(a) and 19(a) thereof. Inasmuch as issuers registering securities under the Act may wish to avail themselves immediately of the procedure involved in the amended rules, the foregoing action shall become effective immediately upon publication February 21, 1961.

(Sec. 8(a), 48 Stat. 79, 15 U.S.C. 77h; sec. 19(a), 48 Stat. 85, 15 U.S.C. 77s)

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

FEBRUARY 21, 1961.

[F.R. Doc. 61-1749; Filed, Feb. 28, 1961;
8:46 a.m.]

PART 239—FORMS PRESCRIBED UNDER THE SECURITIES ACT OF 1933

PART 249—FORMS, SECURITIES EXCHANGE ACT OF 1934

Miscellaneous Amendments

The Securities and Exchange Commission has adopted certain amendments to Form S-8 and Form S-12 under the Securities Act of 1933 and Form 10-K under the Securities Exchange Act of 1934.

Form S-8 is used for registration under the Securities Act of certain equity securities offered pursuant to unincorporated stock purchase or similar plans for the benefit of employees of the issuer of such equity securities and for registration of the interests in such plans. Issuers using this form are required to deliver a copy of the issuer's latest annual report with the prospectus to each eligible employee. The issuer is also required to include in the registration statement an undertaking to transmit to all employees participating in the plan at the time and in the manner such material is sent to such stockholders, copies of all reports,

proxy statements and other communications distributed to its stockholders generally. Copies of such material must also be furnished to the Commission.

The foregoing requirements have been amended to provide that such information need not be transmitted to eligible or participating employees pursuant to the requirements of Form S-8 where such employees are already stockholders of the issuer and receive copies of such material as such stockholders. The requirement for furnishing copies of such material to the Commission has also been amended to provide that it need not be furnished to the Commission pursuant to the requirements of Form S-8 where it is otherwise furnished to the Commission pursuant to any other requirements of the Commission. The amendments also place the duty of complying with these requirements upon the issuer; heretofore such duty was, in part, placed upon the "employer", which might be a company other than the issuer.

Form S-12 is used for registration under the Securities Act of certain American depositary receipts against outstanding foreign securities. This form requires the inclusion in the registration statement of an undertaking to furnish to the Commission copies of annual and other periodic reports, proxy statements and other communications distributed to the security holders by the issuer of the underlying securities. The form of this undertaking has been amended to call only for the furnishing of such information in cases where it is not otherwise transmitted to the Commission.

It is contemplated that issuers which have previously filed registration statements on Form S-8 or Form S-12 and are subject to the previous requirements of those forms may, if they wish, comply only with the requirements of the amended forms.

Form 10-K is used for annual reports pursuant to section 13 or 15(d) of the Securities Exchange Act of 1934. An amendment to this form requires registrants which are not subject to the Commission's proxy rules to furnish to the Commission for its information copies of their proxy soliciting material in the same manner as they are required to furnish copies of their annual reports to stockholders. Another amendment requires registrants which do not furnish annual reports or proxy material to their stockholders to so state in their annual report on Form 10-K.

The amendments to Forms S-8, S-12, and 10-K are set forth below:

Amendments to Form S-8 (§ 239.16b):

I. Part II of the rule as to use of Form S-8, as amended, reads as follows:

II. The following conditions are met:

(a) A copy of the issuer's annual report to stockholders for the last fiscal year is delivered with the prospectus to each eligible employee who does not otherwise receive a copy of such report as a stockholder of the issuer. If the last fiscal year of the issuer has ended within 90 days prior to the use of the prospectus, the annual report for the preceding fiscal year may be delivered, provided the annual report for the last fiscal

year is furnished to each such employee when available.

(b) The issuer undertakes in the registration statement to transmit to all employees participating in the plan, who do not otherwise receive such material as stockholders of the issuer, copies of all reports, proxy statements and other communications distributed by the issuer to its stockholders generally.

II. Paragraph B under the heading *Undertakings* in Form S-8, as amended, reads as follows:

B. To transmit certain material. The undersigned issuer hereby undertakes to transmit or cause to be transmitted to all employees participating in the plan, who do not otherwise receive such material as stockholders of the issuer, at the time and in the manner such material is sent to its stockholders, copies of all reports, proxy statements and other communications distributed to its stockholders generally. The issuer also undertakes to transmit to the Commission for its information, copies of all such material which is not otherwise furnished to or filed with the Commission pursuant to any other requirement of the Commission. Copies of such material transmitted to the Commission pursuant to this undertaking shall not be deemed to be "filed" as a part of the registration statement.

Amendment to Form S-12 (§ 239.19):

III. The introductory portion of Paragraph B under the heading *Undertakings* in Form S-12, as amended, reads as follows:

B. To transmit certain material. The undersigned registrant hereby undertakes to furnish promptly to the Commission copies of all annual or other periodic reports and other notices or communications which the registrant or the depositary receives as holder of the deposited securities from the issuer of such securities and which are not otherwise furnished to or filed with the Commission pursuant to any other requirement of the Commission. Copies of such material transmitted to the Commission pursuant to this undertaking shall not be deemed to be "filed" as part of the registration statement. The registrant also undertakes to furnish the following information to the Commission semi-annually, beginning on or before six months after the effective date of the registration statement:

Amendments to Form 10-K (§ 249.310):

IV. Instruction F of the General Instructions in Form 10-K, as amended, reads as follows:

F. Annual reports and proxy material sent to stockholders. (a) Every registrant which files an annual report on this form shall furnish to the Commission for its information four copies of the following, unless copies thereof are furnished to the Commission pursuant to Rule 14a-3 or Rule 14a-6:

- (1) Any annual report to stockholders covering the registrant's last fiscal year; and
- (2) Every proxy statement, form of proxy or other proxy soliciting material sent to more than ten of the registrant's stockholders with respect to any annual or other meeting of stockholders.

Such material shall be mailed to the Commission not later than the date on which it is first sent to stockholders. See the instruction to Item 2 of this form.

(b) The foregoing material shall not be deemed to be "filed" with the Commission or otherwise subject to the liabilities of Section 18 of the Act, except to the extent that the registrant specifically requests that it be

treated as a part of its annual report on this form or incorporates it therein by reference.

V. The instruction to Item 2 of Form 10-K, as amended, reads as follows:

Instruction. If no annual report for the registrant's last fiscal year has been submitted to stockholders or if no proxy statement, form of proxy or other proxy soliciting material was sent to stockholders with respect to the last annual or other meeting of stockholders, so state following the table. If such report or other material is to be furnished to stockholders subsequent to the filing of the annual report on this form, so state.

The foregoing action is taken pursuant to the Securities Act of 1933, particularly sections 6, 7 and 19(a) thereof and the Securities Exchange Act of 1934, particularly sections 13, 15(d) and 23(a) thereof. Such action shall become effective March 20, 1961.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

FEBRUARY 20, 1961.

[F.R. Doc. 61-1750; Filed, Feb. 28, 1961; 8:46 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 120—TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

Tolerance for Residues of Thiram

A petition was filed with the Food and Drug Administration by E. I. du Pont de Nemours and Company, Wilmington 98, Delaware, requesting the establishment of a tolerance for residues of thiram (tetramethyl thiuram disulfide) in or on celery at 7 parts per million.

The Secretary of Agriculture has certified that this pesticide chemical is useful for the purposes for which a tolerance is being established.

After consideration of the data submitted in the petition and other relevant material which show that the tolerance established in this order will protect the public health, and by virtue of the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug and Cosmetic Act (sec. 408 (d) (2), 68 Stat. 512; 21 U.S.C. 346a(d) (2)) and delegated to the Commissioner of Food and Drugs by the Secretary (25 F.R. 8625), the regulations for tolerances for pesticide chemicals in or on raw agricultural commodities (21 CFR 120.132) are amended by adding to § 120.132 a tolerance for residues of the subject pesticide chemical in or on celery. As amended, this section reads as follows:

§ 120.132 Tolerances for residues of thiram.

A tolerance of 7 parts per million is established for residues of thiram (tetra-

methyl thiuram disulfide) in or on each of the following raw agricultural commodities: Apples, celery, peaches, strawberries, tomatoes.

Any person who will be adversely affected by the foregoing order may at any time prior to the thirtieth day from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2))

Dated: February 21, 1961.

[SEAL]

GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F.R. Doc. 61-1754; Filed, Feb. 28, 1961; 8:48 a.m.]

PART 121—FOOD ADDITIVES

Subpart C—Food Additives Permitted in Animal Feed or Animal-Feed Supplements

SODIUM 2,2-DICHLOROPROPIONATE

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition filed by The Dow Chemical Company, Midland, Michigan, and other relevant material, has concluded that the following food additive regulation should issue in conformance with section 409 of the Federal Food, Drug, and Cosmetic Act, with respect to residues of sodium 2,2-dichloropropionate present in dehydrated citrus pulp. The residue results from the application of the pesticide to combat noxious grasses in citrus groves. A regulation under section 409 of the act concurrently establishes a tolerance of 5 parts per million in or on grapefruit, limes, oranges, and tangerines. A previous regulation has been established under section 408 setting zero tolerances for sodium 2,2-dichloropropionate in meat and milk. Therefore, pursuant to the provisions of the act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), Subpart C of the food additives regulations (21 CFR Part 121) is amended by adding thereto the following new section:

§ 121.216 Sodium 2,2-dichloropropionate.

A tolerance of 20 parts per million (0.002 percent) is established for residues of sodium 2,2-dichloropropionate (calculated as 2,2-dichloropropionic acid) in dehydrated citrus pulp for cattle feed, when present therein as a result of the application of the pesticide during the growing of grapefruit, limes, oranges, and tangerines.

Any person who will be adversely affected by the foregoing order may at any time prior to the thirtieth day from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: February 21, 1961.

[SEAL] GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F.R. Doc. 61-1753; Filed, Feb. 28, 1961;
8:47 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Chapter II—Federal Housing Administration, Housing and Home Finance Agency

SUBCHAPTER A—GENERAL

PART 200—INTRODUCTION

Subpart D—Delegations of Basic Authority and Functions

COMPTROLLER AND DEPUTY; FINANCE COMMITTEE

In Part 200 the table of contents is amended by adding a new section heading as follows:

Sec.
200.90 Finance Committee.

In § 200.77 paragraph (n) is amended and new paragraphs (p) and (q) are added as follows:

§ 200.77 Comptroller and Deputy.

* * * * *

(n) To cancel insurance endorsement on insured mortgages where a joint request for termination is made by the mortgagor and mortgagee, or where the

insurance endorsement is otherwise to be cancelled.

* * * * *

(p) To submit to the Treasury Department:

(1) Authorizations for (i) purchase of U.S. Government securities, pursuant to agreements between mortgagors or other depositors and FHA and (ii) sale and disposition of U.S. Government securities purchased for mortgagors or other depositors, received as a result of assignment of insured mortgages or as a result of other agreements;

(2) For safekeeping, U.S. Government securities deposited in accordance with mortgagor corporate charters, regulatory or special agreements and;

(3) Requests for withdrawal and transmittal of U.S. Government securities.

(q) To extend the period of time for submission of fiscal data; conveyance of title of the Commissioner; or title evidence supporting a mortgagee's application for debentures.

Part 200 is amended by adding a new § 200.90 as follows:

§ 200.90 Finance Committee.

(a) *Members.* The Finance Committee is comprised of the following members: Director, Research and Statistics Division, Chairman; the Comptroller, and the Deputy General Counsel.

(b) *Functions.* The functions of the Finance Committee are:

(1) To consider and make recommendations to the Commissioner for the investment of moneys held in the various insurance funds, not needed for the current operations of the FHA, in bonds or other obligations of the United States, or in bonds or other obligations guaranteed as to principal and interest by the United States.

(2) To make recommendations to the Commissioner from time to time with respect to (i) the liquidation of investments held in the name of the Commissioner and (ii) redemption of debentures.

(3) To make recommendations to the Commissioner with respect to the distribution between the General Surplus Account and the Participating Reserve Account of the net income received or net loss sustained by the Mutual Mortgage Insurance Fund in any semiannual period.

(4) To make recommendations to the Commissioner for the establishment of annual valuation reserves on assets acquired pursuant to the terms of insurance contracts under the various insurance funds.

(5) To advise with and make recommendations to the Commissioner with respect to other matters referred to the Committee by the Commissioner.

(c) *Minutes.* The Finance Committee shall meet at the call of the Chairman and shall maintain minutes of each meeting. The minutes shall be dated, consecutively numbered and shall be signed by each member who attended the meeting. The original of the minutes shall be retained by the Comptroller in the official FHA records.

(Sec. 2, 48 Stat. 1246, as amended; sec. 211, 52 Stat. 23, as amended; sec. 607, 55 Stat. 61,

as amended; Sec. 712, 62 Stat. 1281, as amended; sec. 807, 69 Stat. 651, as amended; sec. 907, 65 Stat. 301, as amended; 12 U.S.C. 1703, 1715b, 1742, 1747k, 1748r, 1750r)

Issued at Washington, D.C., February 24, 1961.

JAMES B. CASH, Jr.,
Acting Federal Housing Commissioner.

[F.R. Doc. 61-1767; Filed, Feb. 28, 1961;
8:49 a.m.]

Title 25—INDIANS

Chapter I—Bureau of Indian Affairs, Department of the Interior

SUBCHAPTER T—OPERATION AND MAINTENANCE

PART 221—OPERATION AND MAINTENANCE CHARGES

Colorado River Indian Irrigation Project, Arizona

There was published in the FEDERAL REGISTER on December 28, 1960 (25 F.R. 13787) a notice of intention to amend §§ 221.6 and 221.7 of 25 CFR to provide for an increase in the annual operation and maintenance assessment rate from \$8.00 to \$8.50 per acre and the assessment rate for excess water from \$1.50 to \$1.75 per acre foot.

Interested persons were given 30 days within which to submit written comments, suggestions or objections with respect to the proposed amendment. No comments, suggestions or objections have been received, and the proposed amendment is hereby adopted without change and is set forth below.

JOHN O. CROW,
Acting Commissioner.

FEBRUARY 23, 1961.

1. Section 221.6 is amended to read as follows:

§ 221.6 Charges.

The annual basic charge against the land to which water can be delivered under the Colorado River Indian Irrigation Project in Arizona, for the operation and maintenance of that project, is hereby fixed at \$8.50 per irrigable acre, whether water is used or not. Payment of this charge will entitle the wateruser to, but not in excess of, eight acre-feet of water per acre per annum on certain sandy areas as described in a schedule on file at the Colorado Indian Agency, and available for inspection by interested parties, and to five acre-feet of water per annum per irrigable acre on all other lands. With the approval of the Superintendent, additional water, reasonably sufficient to carry away alkali salts, may be allowed on certain alkali tracts at no additional charge for the purpose of reclaiming lands by the usual methods, such as flooding and leaching. The foregoing charges and allotments of water shall become effective for the calendar year 1961 and continue in effect thereafter, until further notice.

2. Section 221.7 is amended to read as follows:

§ 221.7 Excess water charges.

Additional water, if and when available, in excess of basic allowances, may be delivered upon written request to the Superintendent by landowners or users at the rate of \$1.75 per acre foot, or fraction thereof.

[FR. Doc. 61-1742; Filed, Feb. 28, 1961; 8:45 a.m.]

Title 30—MINERAL RESOURCES**Chapter I—Bureau of Mines,
Department of the Interior****SUBCHAPTER C—EXPLOSIVES AND RELATED ARTICLES; TESTS FOR PERMISSIBILITY AND SUITABILITY**

[Bureau of Mines Schedule 1-H]

PART 15—EXPLOSIVES AND RELATED ARTICLES**Procedures for Testing for Permissibility and Related Tests**

On pages 12188-12191 of the FEDERAL REGISTER of November 29, 1960, there was published a notice and text of a proposed revision of the regulations of Part 15 of Title 30, Code of Federal Regulations, prescribing procedures for testing for permissibility and approving explosives for use in underground coal mines, and for miscellaneous testing of explosives and explosive substances.

Interested persons were given 30 days within which to submit to the Director of the Bureau of Mines written comments, suggestions, or objections concerning the proposed revision. None were received. However, informal discussions within the Bureau and with representatives of industry pointed to some desirable clarification of language or other minor changes, and these are made.

The proposed revision of the regulations, modified as noted, is hereby adopted and is set forth below. Because safety is involved, it is deemed in the public interest that this revision shall become effective at the beginning of the calendar day on which it is published in the FEDERAL REGISTER.

MARLING J. ANKENY,
Director, Bureau of Mines.

Approved: February 21, 1961.

STEWART L. UDALL,
Secretary of the Interior.

Part 15 of Subchapter C, Chapter I of Title 30, Code of Federal Regulations, is amended to read as follows:

- Sec. 15.1 Purpose.
- 15.2 Definitions.
- 15.3 Application for tests.
- 15.4 Fees.
- 15.5 Shipment, quantities, and sizes of explosives.
- 15.6 Conditions under which tests for approval will be made.
- 15.7 Place of investigation.
- 15.8 Consultation.
- 15.9 Observers at formal investigations and demonstrations.
- 15.10 Chemical and physical tests.
- 15.11 Establishment of basic specifications.

- Sec. 15.12 Requirements for approval of explosives.
- 15.13 Notification to applicant.
- 15.14 Approved markings.
- 15.15 Changes after certification.
- 15.16 Withdrawal of certification.
- 15.17 Release of test data.
- 15.18 List of permissible explosives.
- 15.19 Use of permissible explosives.
- 15.20 Field testing.
- 15.21 Tolerances and requirements as applied to field samples.
- 15.22 Field sample failures.
- 15.23 Variances from prescribed tolerances.
- 15.24 Miscellaneous tests on explosives and other hazardous materials.

AUTHORITY: §§ 15.1 to 15.24 issued under sec. 5, 36 Stat. 370, as amended; 30 U.S.C. 7. Interpret or apply secs. 2, 3, 36 Stat. 370, as amended; 30 U.S.C. 3, 5.

§ 15.1 Purpose.

The regulations in this part state the requirements for certification of explosives as permissible for use in underground coal mines; provide standards for the examination of explosives previously certified to check conformance to their basic specifications; and provide for miscellaneous tests not leading to certification.

§ 15.2 Definitions.

As used in this part, the following terms are defined:

(a) "Explosive" means any chemical compound, mixture or device, the primary or common purpose of which is to function by explosion, i.e., with substantially instantaneous release of gas and heat. This definition does not include blasting devices as defined in Part 17 of this subchapter.

(b) "Certificate of approval" means a formal document issued by the Bureau stating that an explosive has met the specifications and requirements in this part, and authorizing the use of markings signifying this fact, as provided hereafter.

(c) "Applicant" means an individual, partnership, company, corporation, association, or other organization that compounds, manufactures, or controls the production of an explosive and that seeks a certificate of approval for permissibility.

(d) "Basic specifications" for an explosive that is submitted for certification means those chemical and physical properties which characterize it. They will be stated in the certificate of approval.

(e) "Poisonous gases" shall mean those gases, such as carbon monoxide, hydrogen sulfide, and oxides of nitrogen, which may have deleterious physiological effects even when present in the atmosphere in relatively low concentrations.

(f) "Ingredients" are substances specified or found to be present in any given sample of an explosive.

(g) "Bureau's test detonator" is a detonator containing a base charge of 0.25 ± 0.02 gram of pentaerythritol tetranitrate (PETN).

(h) "Bureau" means the United States Department of the Interior, Bureau of Mines.

§ 15.3 Application for tests.

Before an applicant may obtain any tests by the Bureau on an explosive, the applicant must file a written request, in duplicate (no application form is provided by the Bureau), with a statement as to the nature of the explosive to be tested, including the composition. This request should be addressed to the Chief, Explosives Research Laboratory, Bureau of Mines, 4800 Forbes Avenue, Pittsburgh 13, Pennsylvania. The Bureau will review the application to determine whether the request is within the scope of this part. If the application is approved, an application number will be assigned and instructions given regarding the fees required and method of shipment of materials. Upon receipt of this information, the applicant shall transmit to the address given in this section a check, bank draft, or money order made payable to the Bureau of Mines, to cover all fees for the tests requested.

§ 15.4 Fees.

(a) The fee for complete tests leading to approval of an explosive as permissible is \$1200. If the applicant withdraws an explosive, or if the explosive fails to pass any of the tests prescribed in this part, the Bureau will charge for the tests actually performed, with a minimum charge of \$100, according to the charges stated in paragraph (b) of this section. The balance of the fees will be returned to the applicant.

(b) The fees covering individual tests are as follows:

(1) Pendulum friction test to determine sensitiveness to frictional impact.....	\$20
(2) Physical examination (for each size cartridge).....	20
(3) Chemical analysis of explosives.....	100
(4) Explosion by influence (halved-cartridge method).....	20
(5) Ballistic mortar test.....	40
(6) Gallery test 4, per shot.....	30
(7) Gallery test 7.....	500
(8) Rate of detonation tests.....	50
(9) Gaseous products of explosion.....	100
(10) For other tests or additional work, the costs as determined by the Bureau based on an estimate of the actual cost of the test. The Bureau will notify the applicant in writing and the fee shall be paid before such tests are performed.	

(c) If no experimental tests are required, the fee for issuance of a revised certificate of approval will be \$25.

§ 15.5 Shipment, quantities, and sizes of explosives.

Samples of explosives to be tested shall be shipped only after the Bureau has furnished instructions regarding the quantities of materials required, mode of shipment of the materials, and destination. Shipments shall be properly labeled and shall comply with the Interstate Commerce Commission regulations. The minimum quantities and sizes required for complete official tests are as follows:

(a) One hundred pounds of each explosive in $1\frac{1}{4}$ by 8-inch cartridges, but if the cartridge count per 50-pound case is less than 150 cartridges, then 300 car-

tridges is the minimum quantity required.

(b) Fifty cartridges of 8-inch length of each explosive in the smallest diameter (not less than 1 inch) in which it is desired the explosive shall be certified as permissible, except when this smallest diameter is $1\frac{1}{4}$ inches.

(c) Ten cartridges of 8-inch length of each explosive in any diameter other than those described in paragraphs (a) and (b) of this section, for which application is made to determine the permissibility of the explosive.

(d) Should the applicant later desire to market cartridges of other diameters, the Bureau will, upon application, establish the basic specifications for grams of wrapper and apparent specific gravity of these diameters. A fee (§ 15.4(b)(2)) will be charged for each cartridge diameter. If the cartridge diameter is smaller than the smallest diameter previously approved as permissible, a propagation test (rate of detonation) will also be required and a fee charged for such test (§ 15.4(b)(8)). No test will be made on cartridges of a diameter smaller than ones along which detonation has failed to propagate, nor will a retest be made on same-diameter cartridges of a formulation for which detonation has failed to propagate in any one trial.

§ 15.6 Conditions under which tests leading to issuance of a certificate of approval will be made.

(a) The explosive will be stored in a Bureau magazine for at least 30 days before the gallery tests are made.

(b) Explosives containing incompatibles (that is substances that will react when mixed); or those containing either chlorites, chlorates, or perchlorates; or other explosives that are chemically unstable; or show leakage of explosive oil, or are in such condition that exudation of the explosive oil would occur in handling or transporting, will not be tested.

(c) Tests will be limited to samples of explosives which are produced under the control of the applicant.

(d) Explosives with cartridge diameters of less than one inch will not be tested for certification.

(e) No report on the results of tests made by the Bureau, or any part thereof, may be published without prior written consent of the Bureau.

§ 15.7 Place of investigation.

Tests on explosives will be made at the Bureau's facilities at Bruceton, Pa., in order of receipt of the explosives, provided an application is on file.

§ 15.8 Consultation.

Any potential applicant (or accredited representative thereof) may visit the Bureau of Mines, Explosives Research Laboratory, Pittsburgh, Pa., to discuss, without charge, explosives proposed to be submitted for investigation by the Bureau. Should preliminary tests be desirable before submitting the explosive for formal investigation, the Bureau may conduct such tests for the applicant after payment of the fees prescribed in § 15.4. The results from such preliminary tests may not be used to reduce the requirements of the formal investigation.

§ 15.9 Observers at formal investigations and demonstrations.

No one shall be present during any part of the formal investigation for permissibility conducted by the Bureau except the necessary Bureau personnel, representatives of the applicant, and such other persons as may be mutually agreed upon by the applicant and the Bureau. After the issuance of a certificate of approval, the Bureau may conduct such public demonstrations and tests of the approved explosive as it sees fit. Those who attend any part of the investigation, or any public demonstration, shall be present solely as observers; the conduct of the investigation and of any public demonstration shall be controlled wholly by the Bureau's personnel. Results of chemical analyses for ingredients and all information contained in the drawings, specifications, and instructions shall be deemed proprietary and their disclosure will be appropriately safeguarded by the Bureau.

§ 15.10 Chemical and physical tests.

(a) *Chemical tests.* The following chemical tests will be made:

(1) Chemical analysis for ingredients.

(2) Gaseous products of detonation will be determined using the Bichel gage for carbon monoxide and Crawshaw-Jones method for oxides of nitrogen.

(b) *Physical tests.* The following physical tests will be made:

(1) *Physical examination.* The physical examination of an explosive is made on several cartridges of each size taken at random from the shipment of explosives. It shall consist of determination of apparent specific gravity and wrapper-to-explosive ratio.

(2) *Ballistic mortar test.* The strength of an explosive will be determined by the ballistic mortar.

(3) *Gallery test 4.* Ten trials, each with a $1\frac{1}{2}$ -pound tamped charge of explosive, are made. Each charge is fired, without stemming, into a mixture of natural gas and air containing 4.0 ± 0.2 percent of the Bureau's natural gas (Bruceton property), or its equivalent, and 8 pounds of bituminous coal dust placed on shelves in the gallery, at $25 \pm 5^\circ \text{C}$.

(4) *Gallery test 7.* The W_{50} (weight for 50 percent probability of ignition) will be determined using the Bruceton up-and-down method and firing a minimum of 20 tamped charges of varying weights, stemmed with one pound of dry-milled plastic fireclay, from a steel cannon into a mixture of natural gas and air containing 8.0 ± 0.3 percent of the Bureau's natural gas, at a temperature of $25 \pm 5^\circ \text{C}$.

(5) *Rate of detonation.* The rate of detonation is determined on a 50-inch column of $1\frac{1}{4}$ -inch diameter cartridges and for the smallest diameter submitted for testing, provided that this diameter is less than $1\frac{1}{4}$ inches. Nongelatinous explosives are initiated with the Bureau's test detonator only, while gelatinous explosives are initiated with the Bureau's test detonator and a 60-gram tetryl-pellet booster.

(6) *Pendulum friction test.* Ten trials are made with the steel shoe released

from a height of 1.5 meters (59 in.) and if evidence of sensitivity is obtained, the test is repeated with the hard-fiber-faced shoe.

(7) *Explosion-by-influence test.* The air-gap sensitivity is determined by the halved-cartridge method on $1\frac{1}{4}$ -inch diameter cartridges.

§ 15.11 Establishment of basic specifications.

The composition of the explosive as furnished by the applicant, will form a part of the basic specifications provided that the requirements of §§ 15.12(a) and 15.21(b) are met. Such physical properties of the explosive as may be furnished by the applicant will form a part of the basic specifications, provided that the requirements of § 15.21 are met with the exception of the air-gap sensitivity, in which case the requirement of § 15.12(c) must be met; otherwise the basic specifications will be those obtained by Bureau tests.

§ 15.12 Requirements for approval as a permissible explosive.

(a) The chemical composition as determined by the Bureau's analysis must correspond, within tolerances specified in § 15.21(b), to the composition as furnished by the applicant.

(b) The explosive must not fail to propagate completely in any of the tests involving detonation, except as provided in paragraph (g) of this section.

(c) In the explosion-by-influence test, the air-gap sensitivity of the explosive in $1\frac{1}{4}$ -inch diameter cartridges must be at least 3 inches.

(d) The explosive must yield in gallery test 7, a W_{50} value equal to or greater than 450 grams to 95 percent confidence.

(e) The explosive must pass without a single ignition, gallery test 4.

(f) The volume of poisonous gases produced by the explosive must not exceed 2.5 cubic feet per pound of explosive (71 liters per 454 grams).

(g) If an explosive fails to propagate completely in the rate of detonation test (§ 15.10(b)(5)), it will not be approved for cartridges having a diameter equal to or smaller than that of the cartridge that failed the test.

(h) In the pendulum friction test, an explosive must not show, in any trial with the hard fiber-faced shoe, a result more unfavorable than an almost indistinguishable local crackling.

§ 15.13 Notification to applicant.

After the Bureau of Mines has completed the investigation of an explosive, a written report summarizing the results of the investigation and including a statement of either approval or disapproval of the explosive as permissible will be sent to the applicant.

§ 15.14 Approved markings.

(a) Upon certification of an explosive as permissible, it shall be marketed only under a brand or trade name which shall have been furnished to the Bureau, and the certification shall apply only to the explosive as so designated.

(b) The wrapper of each cartridge must be clearly and legibly labeled:

(Insert brand or trade name of explosive) Permissible Explosive, Approved by the U.S. Department of the Interior, Bureau of Mines. A reasonable abbreviation of "by the U.S. Department of the Interior, Bureau of Mines" is acceptable.

(c) The brand or trade name and the words "Permissible Explosive" must be included in the case marking.

(d) The applicant must warn the user by means of a case-insert that the explosive is permissible only when used in conformance with the Bureau's requirements (§ 15.19).

(e) After obtaining certification, the applicant who places approved markings on his permissible explosives must use all reasonable precautions to assure that his explosives are manufactured to conform with the basic specifications within specified tolerances.

§ 15.15 Changes after certification.

No change in the basic specifications may be made by the applicant without prior written approval from the Bureau. To obtain this approval, application shall be made in writing giving complete information on the nature of the proposed change(s). The Bureau will determine what tests, if any, will be required. A fee will be charged for such tests. Once a change in basic specifications involving composition has been approved, the brand name may only be used for the new composition, and the former composition may not be manufactured as a permissible explosive until it has been reapproved under the provisions of this schedule.

§ 15.16 Withdrawal of certification.

The Bureau reserves the right to rescind for cause, at any time any certification granted under this part. Upon such withdrawal, the certification shall lose all force and effect, and explosives to which it relates shall not be marketed as permissible.

§ 15.17 Release of test data.

The Bureau may publish test results in such manner as will not identify the data, except cartridge weight, count, and detonation velocity, of an individual applicant.

§ 15.18 Lists of permissible explosives.

(a) *Active list.* The Bureau will maintain a list of active permissible explosives which will be published from time to time so that interested parties may have information regarding available explosives which have passed the tests leading to approval. In order to be retained on the active list, any explosive must be produced in a total quantity of not less than 50,000 pounds in any period of three calendar years. This requirement shall become effective on January 1 following the publication of these regulations in the FEDERAL REGISTER. The applicant will be notified of the Bureau's intent to remove any brand from the active list. An applicant may request that a permissible explosive be placed on the inactive list, or be deleted entirely.

(b) *Inactive list.* The Bureau will maintain an unpublished file of inactive

permissible explosives. These explosives will be retained on the inactive list for a period not to exceed five years and will be returned to the active list during this period only after approval by the Bureau on specific written request of the applicant. An explosive may be deleted from the inactive list upon written request of the applicant. An explosive may not be manufactured for sale as a permissible explosive while on the inactive list.

§ 15.19 Use of permissible explosives.

An explosive certified as permissible under this part is permissible in use only so long as it meets the following requirements:

(a) Conforms with the basic specifications within limits of tolerances prescribed herein, and the cartridges are of diameters that have been approved.

(b) Is stored in surface magazines under conditions that tend to maintain original product character, and is used within 48 hours after being taken underground.

(c) Remains in its original cartridge wrapper throughout storage and use, without admixture with other substances.

(d) Is initiated with a copper or copper-based-alloy shell, commercial electric detonator (not cap and fuse) of not less than No. 6 strength.

(e) Is in all other respects used in conformance with the regulations specified in the most recent edition of the applicable Federal Mine Safety Code.

§ 15.20 Field testing.

The Bureau will periodically collect and examine samples of permissible explosives in order to determine whether they continue to conform to the basic specifications.

§ 15.21 Tolerances and requirements as applied to field samples.

Tolerances which provide for reasonable limits of variation in the results of analyses and tests of field samples of permissible explosives were established July 1, 1915, subsequently amended November 15, 1920, February 26, 1921, and March 24, 1955, and are further modified in this section. The tolerances and requirements as enumerated below supersede all previous tolerances.

(a) Requirements for tests that directly affect permissibility.

(1) *Gallery test 7.* The sample must yield in gallery test 7, as a W_{50} value equal to or greater than 450 grams to 95 percent confidence. (For exception see § 15.22(a)).

(2) *Gallery test 1.* Field samples failing gallery test 7 but excepted under § 15.22(a) will be subjected to gallery test 1. In this test, ten trials, each with a 220-gram tamped charge of the explosive, are made. Each charge, stemmed with one pound of dry-milled plastic fireclay, is fired from a steel cannon into a mixture of natural gas and air containing 8.0 ± 0.3 percent of the Bureau's natural gas, at a temperature of $25^\circ \pm 5^\circ \text{C}$. No ignitions must result.

(3) *Gallery test 4.* The sample must pass five shots with a tamped unstemmed charge of 680 grams ($1\frac{1}{2}$ pounds).

(4) *Pendulum friction test.* The sample must pass the pendulum friction test with a hard-fiber-faced shoe released from a height of 1.5 meters, (59 inches).

(5) *Poisonous gases.* Poisonous gases produced must not exceed 2.5 cu. ft. per pound of the explosive (71 liters per 454 grams).

(6) *Propagation test.* Complete propagation of the explosive must be obtained in the rate of detonation test.

(b) Requirements for tests that do not directly affect permissibility.

(1) *Carbonaceous combustible material.* The tolerance shall be ± 3 percent of the total explosive.

(2) *Moisture and other ingredients.* The tolerances shall be in accordance with those shown in Table 1.

TABLE 1—LIMIT OF VARIATION (PERCENTAGE OF TOTAL EXPLOSIVE) FOR VARIOUS QUANTITIES OF INGREDIENT

Quantity of ingredient		Limit of variation
From—	To—	
Percent	Percent	Percent $\pm$
0.0	5.0	1.2
5.1	10.0	1.5
10.1	20.0	1.7
20.1	30.0	2.0
30.1	40.0	2.3
40.1	50.0	2.5
50.1	55.0	2.8
55.1	100.0	3.0

(3) *Rate of detonation.* The tolerance shall be ± 15 percent of that shown in the basic specifications.

(4) *Ballistic mortar.* The tolerance shall be ± 10 percent of that shown in the basic specifications.

(5) *Explosion by influence test.* The air-gap sensitivity, using $1\frac{1}{4}$ -inch-diameter cartridges, must be not less than 2 inches.

(6) *Grams of wrapper.* The tolerance shall be ± 2 grams per 100 grams of explosives ingredient based on that shown in the basic specifications.

(7) *Apparent specific gravity.* The tolerance shall be ± 7.5 percent of that shown in the basic specifications.

§ 15.22 Field sample failures.

(a) Any field sample will be declared nonpermissible if when tested it fails to meet any of the requirements of § 15.21 (a): *Provided, however,* That, for a period of five years following the issuance of this schedule, the requirement of § 15.21(a)(1) shall not apply to any field sample whose basic specifications were approved under prior schedules.

(b) The Bureau will immediately report any field sample failure to the applicant. The applicant must immediately remove from the market and the field any unused portions of the explosive bearing the same lot number as the sample tested. If a field sample of any particular brand of permissible explosive fails 3 times within a period of 5 years, the explosive will be declared nonpermissible and removed from the lists of permissible explosives.

§ 15.23 Variances from prescribed tolerances.

Variances on field sample tests from tolerances as specified in § 15.21(b) do

not directly affect permissibility of the explosive, but the applicant will be notified of such variances, and is then obligated to modify his formulation of future lots of the explosive to bring the explosive within the prescribed limits and to keep it within such limits.

§ 15.24 Miscellaneous tests on explosives and other hazardous materials.

The Bureau conducts some tests not leading directly to approval of explosives as permissible for use in underground coal mines. Fees for these tests will be as prescribed in § 15.4 and as prescribed below:

(a) Impact test.....	\$30
(b) Electrostatic spark test.....	20
(c) Thermal sensitivity test.....	30
(d) Suspended tests in the gallery (per shot).....	10
(e) Gaseous products:	
(1) Oxides of nitrogen only.....	70
(2) Complete analysis of gaseous products, including oxides of nitrogen.....	100

Application for miscellaneous tests must follow the procedure prescribed in § 15.3. Applicants requesting tests must follow the instructions under § 15.5. The applicant will be advised by the Bureau as to the quantity of material needed. No report on the results of tests made by the Bureau of Mines, or any part thereof, may be published without prior written consent of the Bureau of Mines.

[F.R. Doc. 61-1745; Filed, Feb. 28, 1961; 8:45 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 2271]

[Utah 053012]

UTAH

Partial Revocation of Reclamation Withdrawal (Provo River Project)

By virtue of the authority contained in section 3 of the act of June 17, 1902 (32 Stat. 388; 43 U.S.C. 416), it is ordered as follows:

1. The departmental order of November 19, 1940, reserving lands for reclamation purposes in connection with the Provo River Project is hereby revoked so far as it affects the following-described lands:

UINTAH SPECIAL MERIDIAN

T. 3 N., R. 9 W.,
Secs. 29 and 30 (fractional).

SALT LAKE MERIDIAN

T. 2 S., R. 9 E.,
Secs. 20 and 21 (fractional).

The areas described aggregate 1,289.19 acres.

2. The lands are a part of the Wasatch National Forest. At 10:00 a.m., on March 31, 1961, they shall be open to such forms of disposition as may by law be made of national forest lands.

JOHN A. CARVER, Jr.,

Assistant Secretary of the Interior.

FEBRUARY 23, 1961.

[F.R. Doc. 61-1743; Filed, Feb. 28, 1961; 8:45 a.m.]

Title 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans Administration

PART 3—ADJUDICATION

General

In § 3.850, paragraph (c) is amended to read as follows:

§ 3.850 General.

(c) Where the total amount payable on behalf of a child or children who are in the custody of the widow or the mother of the child does not exceed \$200 for each child, payment may be made to the widow or the mother as legal custodian without reference to the Chief Attorney.

(72 Stat. 1114; 38 U.S.C. 210)

This regulation is effective March 1, 1961.

[SEAL]

A. H. MONK,

Associate Deputy Administrator.

[F.R. Doc. 61-1765; Filed, Feb. 28, 1961; 8:49 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

PART 1—GENERAL RULES OF PRACTICE

Procedure

At a general session of the Interstate Commerce Commission, held at its office in Washington, D.C., on the 20th day of February A.D. 1961.

The Commission on the date hereof having created two Boards of Employees, designated as the Special Permission Board and the Released Rates Board, to which certain classes of applications have been assigned, and the matter of revising the special rules of procedure of the other employee boards to include and apply to the Special Permission Board and the Released Rates Board being under consideration;

It is ordered, That to implement the action creating the Special Permission Board and the Released Rates Board, § 1.225 (a) and (b) are revised to read as follows:

§ 1.225 Special rules of practice governing the procedure of the Temporary Authorities Board, the Transfer Board, the Finance Boards, the Safety and Service Boards, the Motor Carrier Boards, the Special Permission Board and the Released Rates Board.

(a) The proceedings of the Temporary Authorities Board, the Transfer Board, the Finance Boards, the Safety and Service Boards, the Motor Carrier Boards, the Special Permission Board, and the Released Rates Board shall be informal. No transcription of such proceedings will be made. Subpoenas will not be issued and, except when applications or petitions are required to be attested, oaths will not be administered.

(b) A petition for reconsideration of an order of the Temporary Authorities Board, the Transfer Board, a Finance Board, a Safety and Service Board, a Motor Carrier Board, the Special Permission Board, or the Released Rates Board may be filed by any interested person. Such petition and reply thereto will be governed by the Commission's general rules of practice, except as otherwise provided in paragraphs (c), (d), and (e) of this section.

It is further ordered, That the foregoing amendments shall become effective March 1, 1961.

Notice of this order shall be given to the general public by depositing a copy thereof in the Office of the Secretary of the Commission, Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

(Secs. 12, 17, 24 Stat. 383, as amended, 385, as amended; secs. 204, 205, 49 Stat. 546, as amended, 548, as amended; sec. 304, 54 Stat. 933; sec. 403, 56 Stat. 285; 49 U.S.C. 12, 17, 304, 305, 904, 1003)

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-1763; Filed, Feb. 28, 1961; 8:49 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 913]

[Docket No. AO-23-A20]

MILK IN GREATER KANSAS CITY MARKETING AREA

Notice of Extension of Time for Filing Exceptions to Recommended Decision on Proposed Amendments to Tentative Marketing Agreement and Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules for practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given that the time for filing exceptions to the recommended decision with respect to the proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Greater Kansas City marketing area, which was issued February 14, 1961 (26 F.R. 1406), is hereby extended to March 3, 1961.

Dated: February 24, 1961, at Washington, D.C.

F. R. BURKE,
Acting Deputy Administrator.

[F.R. Doc. 61-1768; Filed, Feb. 28, 1961; 8:49 a.m.]

Agricultural Research Service

[9 CFR Part 16]

MARKING, BRANDING AND IDENTIFYING MEAT, MEAT BYPRODUCTS AND MEAT FOOD PRODUCTS

Notice of Proposed Rule Making

Notice is hereby given in accordance with section 4(a) of the Administrative Procedure Act (5 U.S.C. 1003(a)) that the Department of Agriculture is considering amending § 16.3 of the Federal Meat Inspection Regulations (9 CFR 16.3) pursuant to the authority conferred by the Meat Inspection Act, as amended (21 U.S.C. 71-91) and section 306 of the Tariff Act of 1930, as amended (19 U.S.C. 1306) by adding a new paragraph (c) to read as follows:

(c) No person shall can, salt, cure, render, smoke, or otherwise process any product bearing the inspection legend or any abbreviation, copy or representation thereof unless such processing operation is performed at an official establishment. When inspected product is processed elsewhere than at an official establishment all such marks of inspection shall be removed, defaced, or otherwise destroyed before the processing begins.

This amendment would make it possible to distinguish meat products processed under Federal inspection from those processed without such inspection. This would facilitate enforcement of the inspection requirements for meat products in interstate or foreign commerce, provide more adequate information to shippers as to the eligibility of processed meat products for movement in such commerce, and enable consumers and other purchasers to identify processed products as articles prepared under Federal inspection or as articles otherwise prepared and thereby to obtain the class of products they desire.

Any person who wishes to submit written data, views, or arguments concerning the proposed amendment may do so by filing them with the Director of the Meat Inspection Division, Agricultural Research Service, U.S. Department of Agriculture, Washington 25, D.C., within 30 days after the date of publication of this notice in the FEDERAL REGISTER.

Done at Washington, D.C., this 24th day of February 1961.

M. R. CLARKSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 61-1769; Filed, Feb. 28, 1961; 8:49 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition has been filed by Colton Chemical Company, Division of Air Reduction Company, Inc., 6626 Union Avenue, Cleveland 5, Ohio, on behalf of the Emulsion Industry Technical Committee, proposing the issuance of a regulation to provide for the safe use of the following in the manufacture of coatings and adhesives for use on food-packaging materials:

I. MONOMERS AND COMONOMERS

Acrylamide.
Acrylic acid.
Acrylonitrile.
Butyl acrylate.
Crotonic acid.
Decyl acrylate.
Diallyl fumarate.
Diallyl maleate.
Diallyl phthalate.
Dibutyl fumarate.
Dibutyl itaconate.
Dibutyl maleate.
Di-(2-ethylhexyl) maleate.

Diethyl fumarate.
Diethyl maleate.
Divinyl benzene.
Ethyl acrylate.
2-Ethylhexyl acrylate.
Fumaric acid.
Itaconic acid.
Maleic anhydride.
Methacrylic acid.
Methyl acrylate.
Methyl methacrylate.
Mono(2-ethylhexyl) maleate.
Styrene.
Vinyl acetate.
Vinyl butyrate.
Vinyl crotonate.
Vinyl hexoate.
Vinylidene chloride.
Vinyl pelargonate.
Vinyl propionate.
Vinyl pyrrolidone.
Vinyl stearate.

II. CATALYSTS—ACTIVATORS

Ammonium persulfate.
Ammonium thiosulfate.
Azo-bis-isobutyronitrile.
Benzoyl peroxide.
tert-Butyl hydroperoxide.
Cumene hydroperoxide.
Diacetyl peroxide.
Ferric chloride.
Ferrous sulfate.
Hydrogen peroxide.
Isopropyl peroxydicarbonate.
Lauroyl peroxide.
Potassium metabisulfite.
Potassium persulfate.
Sodium bisulfite.
Sodium formaldehyde sulfoxylate.
Sodium metabisulfite.
Sodium persulfate.
Sodium thiosulfate.
Zinc formaldehyde sulfoxylate.

III. PROTECTIVE COLLOIDS

Animal glue.
Dextrin.
Gum arabic.
Gum tragacanth.
Hydroxyethyl cellulose.
Methacrylic acid and acrylic ester copolymer.
Methylcellulose.
Polyacrylamide.
Polyvinyl alcohol.
Sodium carboxymethylcellulose.
Starch.

IV. EMULSIFIERS

Alkylaryl sulfonate.
Alkylphenyl polyethylene glycol ether.
Camphor fatty acid esters.
Hydroabietyl alcohol.
Nonylphenoxy polyoxyethylene.
Polyalkylene glycol ether.
Polyethylene glycol sorbitan monolaurate.
Polyethylene glycol sorbitan monostearate.
Polyoxyethylated fatty alcohols.
Polyoxyethylene ester.
Polyoxyethylene nonylphenol.
Polyoxyethylene-polyoxypropylene copolymer polyethers.
Sodium alkyl benzene sulfonate.
Sodium dihexylsulfosuccinate.
Sodium dioctylsulfosuccinate.
Sodium dodecyl benzene sulfonate.
Sodium ethylene ether of nonylphenol sulfate.
Sodium lauryl sulfate.
Sodium salt of alkylaryl polyether sulfonate.
Sodium-bis-tridecylsulfosuccinate.
Sodium xylene sulfonate.
Sorbitan trioleate.

PROPOSED RULE MAKING

Sulfonated castor oil.
Sulfonated vegetable oils, potassium salt.
Tetrasodium *N*-(1,2-dicarboxyethyl), *N*-octo-
decyl sulfosuccinate.

V. MISCELLANEOUS INGREDIENTS

Alkali salt of ethylenediamine tetraacetic
acid.
Aluminum acetate.
Borax.
Boric acid.
Butyraldehyde.
Butylbenzyl phthalate.
Caramel.
Carbon tetrachloride.
Chloracetamide.
Chloral hydrate.
Cobaltous acetate.
Dibutyl phthalate.
Diethylene glycol-monoethyl ether.
Diethylene glycol-monoethyl ether.
Glyceryl monobutyl ricinoleate.

Glyoxal.
Hexylene glycol.
Hydroquinone.
Iso-ascorbic acid.
Methyl parahydroxybenzoate.
Monoethyl ether of hydroquinone.
Polypropylene glycol.
Silicone defoamers.
Sodium acetate.
Sodium bicarbonate.
Sodium carbonate.
Sodium citrate.
Sodium *o*-phenylphenate.

Dated: February 21, 1961.

[SEAL]

J. K. KIRK,
*Assistant to the Commissioner
of Food and Drugs.*

[F.R. Doc. 61-1752; Filed, Feb. 28, 1961;
8:47 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

ALASKA

Notice of Proposed Withdrawal and Reservation of Lands

The Department of the Army has filed an application, Serial Number A.027817 for the withdrawal of the lands described below, from all forms of appropriation under the public land laws including the mining and mineral leasing laws. The applicant desires the land for use as Nike Site Summit.

For a period of 60 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Anchorage Operations Office, Cordova Building, Anchorage, Alaska.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

T. 14 N., R. 1 W., S.M., Section 31: N $\frac{1}{2}$ SW $\frac{1}{4}$.

Containing 80 acres.

L. T. MAIN,
Operations Supervisor,
Anchorage.

[F.R. Doc. 61-1744; Filed, Feb. 28, 1961;
8:45 a.m.]

DEPARTMENT OF AGRICULTURE

Commodity Stabilization Service

PEANUTS

Supply of Valencia Type Peanuts for 1961-62 Marketing Year; Proposed Determinations

Pursuant to Section 358(c) of the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1358(c)), the Secretary of Agriculture is preparing to determine whether the supply of Valencia type peanuts for the 1961-62 marketing year will be insufficient to meet the estimated demand for cleaning and shelling purposes. Section 358(c) of the Act, as amended, reads in part as follows:

Notwithstanding any other provision of law, if the Secretary of Agriculture determines, on the basis of the average yield per acre of peanuts by types during the preceding five years, adjusted for trends in yields and abnormal conditions of production affecting yields in such five years, that the supply of any type or types of peanuts for any marketing year, beginning with the 1951-52 marketing year, will be insufficient

to meet the estimated demand for cleaning and shelling purposes at prices at which the Commodity Credit Corporation may sell for such purposes peanuts owned or controlled by it, the State allotments for those States producing such type or types of peanuts shall be increased to the extent determined by the Secretary to be required to meet such demand but the allotment for any State may not be increased under this provision above the 1947 harvested acreage of peanuts for such State. The total increase so determined shall be apportioned among such States for distribution among farms producing peanuts of such type or types on the basis of the average acreage of peanuts of such type or types in the three years immediately preceding the year for which the allotments are being determined. The additional acreage so required shall be in addition to the national acreage allotment, the production from such acreage shall be in addition to the national marketing quota, and the increase in acreage allotted under this provision shall not be considered in establishing future State, county, or farm acreage allotments.

Prior to determining whether the supply of Valencia type peanuts for the 1961-62 marketing year will be insufficient to meet the estimated demand for cleaning and shelling, consideration will be given to any data, views and recommendations relating thereto which are submitted in writing to the Director, Oils and Peanut Division, Commodity Stabilization Service, United States Department of Agriculture, Washington 25, D.C. All written submissions must be postmarked not later than March 23, 1961.

Done at Washington, D.C., this 24th day of February 1961.

H. D. GODFREY,
Administrator,
Commodity Stabilization Service.

[F.R. Doc. 61-1771; Filed, Feb. 28, 1961;
8:50 a.m.]

Office of the Secretary

DESIGNATION OF COUNTIES WITHIN GREAT PLAINS AREA OF TEN GREAT PLAINS STATES WHERE GREAT PLAINS CONSERVATION PROGRAM IS SPECIFICALLY APPLICABLE

For the purpose of making contracts based upon an approved plan of farming operations pursuant to the Act of August 7, 1956 (70 Stat. 1115-1117), the following county in the following State is designated as susceptible to serious wind erosion by reason of its soil types, terrain, and climatic and other factors.

TEXAS

Reagan

Done at Washington, D.C., this 24th day of February 1961.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 61-1773; Filed, Feb. 28, 1961;
8:50 a.m.]

FEDERAL AVIATION AGENCY

[OE Docket No. 61-NY-4]

PROPOSED CONSTRUCTION OF TV ANTENNA STRUCTURE

No Airspace Objection

The Federal Aviation Agency has conducted an aeronautical study of the following proposal to determine its effect upon the utilization of airspace:

The Maine Radio and Television Company, operator of television station WCSH-TV, proposes to construct a new broadcast antenna tower to be located near Windham, Maine, at latitude 43°48'12" north, longitude 70°23'42" west. The overall height of the structure would be 1249 feet above mean sea level (969 feet above ground). WCSH-TV is presently operating from an antenna structure located at latitude 43°45'45" north, longitude 70°19'30" west with an overall height of 819 feet above mean sea level.

This proposal, as originally submitted, was for a height of 1294 feet above mean sea level (1,014 feet above ground) and was considered by the Airspace Panel of the Air Coordinating Committee in its meeting No. 614 held in Washington, D.C., May 10, 1960. The Panel recommended that the proposed structure be disapproved for the following reasons:

1. By application of the "Joint Industry/Government Tall Structures Committee Final Report" criteria, the proposed tower would penetrate the outer conical surface as applied to the Portland, Maine, Municipal Airport by 389 feet.

2. It would require an increase from 2,200 feet above mean sea level to 2,300 feet above mean sea level in the Instrument Flight Rules minimum en route altitude of the approved off-airway air carrier direct route between the Portland, Maine, low frequency radio range and the Auburn-Lewiston radio beacon (privately owned by Northeast Airlines) located near Lewiston, Maine.

3. It would be considered objectionable from an aviation standpoint.

The aeronautical study by this Agency revealed that at the reduced height of the proposed structure, the proposal would not effect an increase in the Instrument Flight Rules minimum en route altitude of the approved off-airway direct route between Portland, Maine, and Lewiston, Maine. Further, that although the study disclosed that the structure at the lower height would penetrate the outer conical surface of the "Joint Industry/Government Tall Structures Committee Final Report" criteria as applied to the Portland, Maine, Municipal Airport by 344 feet, this factor is not in itself disqualifying but indicates a requirement for an aeronautical study. In this instance, the study revealed that there would be no substantial adverse effect upon aeronautical operations, procedures or mini-

mum flight altitude. The study also disclosed that, with the removal of the antenna structure from which station WCSH-TV is presently operating, there would be no substantial adverse effect upon general aviation operations as a result of the proposed structure.

Therefore, I find that this proposed structure at the location and mean sea level elevation specified herein, would have no substantial adverse effect upon aeronautical operations, procedures or minimum flight altitudes and conclude that no objection thereto from an airspace utilization standpoint be interposed by the Agency provided that the structure will be obstruction marked and lighted in accordance with applicable rules and standards, and further provided that the existing antenna structure at a height of 819 feet above mean sea level located at latitude 43°45'45" north, longitude 70°19'30" west be dismantled within 90 days after scheduled programming is commenced from the new tower.

This finding will be effective upon the date of its publication in the FEDERAL REGISTER.

Issued in Washington, D.C., on February 24, 1961.

JAMES T. PYLE,
Acting Administrator.

[F.R. Doc. 61-1751; Filed, Feb. 28, 1961;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-691]

DETROIT, HILLSDALE & SOUTH WESTERN RAILROAD CO.

Notice of Application To Strike From Listing and Registration and of Opportunity for Hearing

FEBRUARY 23, 1961.

In the matter of Detroit, Hillside & South Western Railroad Company, capital stock.

The New York Stock Exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(d) of the Securities Exchange Act of 1934 and Rule 12d2-1(b) promulgated thereunder, to strike the specified security from listing and registration thereon.

The reasons alleged in the application for striking this security from listing and registration include the following: Facilities for transfer in the City of New York have been terminated.

Upon receipt of a request, on or before March 10, 1961, from any interested person for a hearing in regard to terms to be imposed upon the delisting of this security, the Commission will determine whether to set the matter down for hearing. Such request should state briefly the nature of the interest of the person requesting the hearing and the position he proposes to take at the hearing with respect to imposition of terms. In addition, any interested person may submit his views or any additional facts bear-

ing on this application by means of a letter addressed to the Secretary of the Securities and Exchange Commission, Washington 25, D.C. If no one requests a hearing on this matter, this application will be determined by order of the Commission on the basis of the facts stated in the application and other information contained in the official files of the Commission pertaining to the matter.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 61-1746; Filed, Feb. 28, 1961;
8:46 a.m.]

[File No. 24D-2486]

MODERN FURNITURE, INC.

Order Temporarily Suspending Ex- emption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

FEBRUARY 23, 1961.

I. Modern Furniture, Inc. (issuer), a Colorado corporation, Suite 1150, First National Bank Building and 518 Farmers Union Building, Denver, Colorado, filed with the Commission on January 12, 1961, a notification on Form 1-A and an offering circular relating to a public offering of 300,000 shares of its \$1.00 par value common stock at \$1.00 per share for an aggregate of \$300,000 for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof, and Regulation A promulgated thereunder, and

II. The Commission has reasonable cause to believe that:

A. The terms and conditions of Regulation A have not been complied with in that:

1. The issuer has failed to disclose that the underwriter, Equity General Investment Corporation, is an affiliate of the issuer and the nature of said affiliation as required by Item 2(b) of Form 1-A.

2. The issuer has failed to provide an appropriate response to Items 6(b) and 7 of form 1-A.

3. The amount of the offering when computed in accordance with the requirements of Rules 253 and 254 exceeds the \$300,000 ceiling limitation under Regulation A.

4. Regulation A is not available to the issuer by virtue of the fact that an officer and director of the underwriter at the time the filing was made was the subject of an order permanently enjoining him from further violations of sections 5 and 17 of the 1933 Act and section 15(a) of the 1934 Act.

B. The offering circular contains untrue statements of material facts and omits to state material facts necessary in order to make the statements made in the light of the circumstances under which they are made not misleading, particularly with respect to:

1. The failure to disclose adequately terms of the option whereby the issuer proposes to acquire Crowley Furniture Co.

2. The failure to disclose adequately information relating to Crowley Furniture Co., particularly with respect to its financial condition, period of activity, exact location, name of principals, capitalization, stock presently outstanding, sales volume, and result of operations.

3. The failure to itemize properly the purposes for which the net cash proceeds to the issuer from the sale of the securities are to be used and the amount to be used for each such purpose.

4. The failure to disclose the name and address of the promoter of the issuer and the name and address of a person controlling the issuer and the interests of such persons in the issuer or in past and proposed transactions to which the issuer was or is to be a party.

5. The failure to disclose the material relationship between the issuer and the underwriter.

6. The failure to disclose adequately the proposed business of the issuer.

7. The failure to include appropriate financial statements of the issuer in the offering circular.

C. The offering would be made in violation of section 17(a) of the Securities Act of 1933, as amended.

III. It is ordered, Pursuant to Rule 261(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given that any person having any interest in the matter may file with the Secretary of the Commission a written request for hearing within thirty days after the entry of this order; that within twenty days after receipt of such request the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission, for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; that if no hearing is requested and none is ordered by the Commission, this order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission; and that notice of the time and place for any hearing will promptly be given by the Commission.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 61-1747; Filed, Feb. 28, 1961;
8:46 a.m.]

[File No. 1-1346]

MOJUD CO., INC.

Notice of Application To Strike From Listing and Registration and of Opportunity for Hearing

FEBRUARY 23, 1961.

In the matter of Mojud Co., Inc., common stock.

The New York Stock Exchange has filed an application with the Securities and Exchange Commission pursuant to

section 12(d) of the Securities Exchange Act of 1934 and Rule 12d2-1(b) promulgated thereunder, to strike the specified security from listing and registration thereon.

The reasons alleged in the application for striking this security from listing and registration include the following: The Company has sold its assets to Kayser-Roth Corporation.

Upon receipt of a request, on or before March 10, 1961, from any interested person for a hearing in regard to terms to be imposed upon the delisting of this security, the Commission will determine whether to set the matter down for hearing. Such request should state briefly the nature of the interest of the person requesting the hearing and the position he proposes to take at the hearing with respect to imposition of terms. In addition, any interested person may submit his views or any additional facts bearing on this application by means of a letter addressed to the Secretary of the Securities and Exchange Commission, Washington 25, D.C. If no one requests a hearing on this matter, this application will be determined by order of the Commission on the basis of the facts stated in the application and other information contained in the official files of the Commission pertaining to the matter.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 61-1748; Filed, Feb. 28, 1961;
8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 153]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

FEBRUARY 24, 1961.

The following letter-notices of proposals to operate over deviation routes for operating convenience only with service at no intermediate points have been filed with the Interstate Commerce Commission, under the Commission's deviation rules revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's deviation rules revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC-730 (Deviation No. 7), PACIFIC INTERMOUNTAIN EXPRESS,

CO., 14th and Clay Streets, P.O. Box 958, Oakland, Calif., filed January 30, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Kansas City, Mo., over Interstate Highway 29 to St. Joseph, Mo., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Kansas City over U.S. Highway 71 to St. Joseph, thence over U.S. Highway 36 via Hiawatha, Kans., to Denver, Colo.; and from Kansas City, over U.S. Highway 71 to St. Joseph, thence over U.S. Highway 36 via Cameron, Mo., to Chicago, Ill., and return over the same routes.

No. MC 10761 (Deviation No. 9), TRANSAMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit 9, Mich., filed January 27, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Detroit, Mich., over Interstate Highway 94 to junction U.S. Highway 20 east of Michigan City, Ind., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Detroit over U.S. Highway 112 to junction Indiana Highway 19, thence over Indiana Highway 19 to Elkhart, Ind., thence over Indiana Highway 2 to junction U.S. Highway 20 and thence over U.S. Highway 20 to Michigan City, Ind. and thence over U.S. Highway 12 to Chicago; from Detroit over U.S. Highway 12 to Jackson, Mich., thence over Michigan Highway 60 to junction U.S. Highway 112, thence over U.S. Highway 112 to New Buffalo, Mich., and thence over U.S. Highway 12 to Chicago; from Chicago over U.S. Highway 12 to Detroit, and return over the same routes.

No. MC 11220 (Deviation No. 1), GORDONS TRANSPORTS INC., 185 W. McLemore Avenue, Memphis 2, Tenn., filed February 8, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Memphis, Tenn., over U.S. Highway 78 to Tupelo, Miss., thence over U.S. Highway 45 to Shannon, Miss., thence over Mississippi Highway 45W to Brooksville, Miss., thence over U.S. Highway 45 to Mobile, Ala., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodity over a pertinent service route as follows: From Memphis, over U.S. Highway 51 to Jackson, Miss., thence over U.S. Highway 49 to Hattiesburg, Miss., thence over U.S. Highway 98 to Mobile, and return over the same route.

No. MC 41260 (Deviation No. 1), NORTHWESTERN TRANSIT INC., 2425 South Wood Street, Chicago 8, Ill., filed February 6, 1961. Carrier proposes to

operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Detroit, Mich., over Interstate Highway 94 to junction U.S. Highway 20 near Michigan City, Ind., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Chicago over U.S. Highway 12 to Michigan City, Ind., thence over Indiana Highway 43 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Indiana Highway 15, thence over Indiana Highway 15 to the Indiana-Michigan State line, thence over U.S. Highway 131 to junction U.S. Highway 112, and thence over U.S. Highway 112 to Detroit; from Chicago over U.S. Highway 20 to East Chicago, Ind., thence over U.S. Highway 12 to Michigan City and thence over the above-specified route to Detroit; from Chicago over U.S. Highway 41 to East Chicago, Ind., thence over U.S. Highway 12 to Michigan City and thence over the above-specified route to Detroit; from Chicago over U.S. Highway 12 to East Chicago (also from Chicago over U.S. Highway 20 to East Chicago, and also from Chicago over U.S. Highway 41 to East Chicago), thence over U.S. Highway 20 to junction Indiana Highway 15, thence over Indiana Highway 15 to the Indiana-Michigan State line, thence over U.S. Highway 131 to junction U.S. Highway 112, and thence over U.S. Highway 112 to Detroit; and from Chicago over U.S. Highway 12 to Gary, Ind., thence over Indiana Highway 55 to junction U.S. Highway 30, thence over U.S. Highway 30 to Valparaiso, Ind., thence over Indiana Highway 2 to South Bend, Ind., thence over U.S. Highway 33 to Elkhart, Ind., thence over U.S. Highway 20 to junction Indiana Highway 15, and thence over the above-specified route to Detroit, and return over the same routes.

No. MC 60319 (Deviation No. 5), MURDOCH & HATCH MOTOR TRANSPORT, INC., 300 Maspeth Avenue, Brooklyn 11, N.Y., filed January 30, 1961. The carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Hartford, Conn., over Interstate Highway 91 to Springfield, Mass., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Hartford and Springfield over U.S. Highways 5 and 5A.

No. MC 69833 (Deviation No. 1), ASSOCIATED TRUCK LINES, INC., 15 Andre Street SE., Grand Rapids 7, Mich., filed February 10, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Detroit, Mich., over Interstate Highway 94 to junction U.S. Highway 20 near Michigan City, Ind., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently au-

thorized to transport the same commodities over a pertinent service route as follows: From Chicago over U.S. Highway 12 to Detroit; and from Chicago over U.S. Highway 12 to junction U.S. Highway 112 and thence over U.S. Highway 112 to Detroit, and return over the same routes.

No. MC 71096 (Deviation No. 3), NORWALK TRUCK LINES, INC., 36 Woodlawn Avenue, Norwalk, Ohio, February 3, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Detroit, Mich., over Interstate Highway 94 to junction U.S. Highway 20, and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Detroit over U.S. Highway 112 to Mottville, Mich., thence over U.S. Highway 131 to the Michigan-Indiana State Line, thence over Indiana Highway 15 to Bristol, Ind., thence over Indiana Highway 120 to Elkhart, Ind.; from Elkhart over U.S. Highway 33 to South Bend, Ind., thence over U.S. Highway 20 to Chicago; from Detroit over U.S. Highway 12 to Michigan City, Ind.; and from Michigan City over U.S. Highway 20 to Chicago, and return over the same routes.

No. MC 71096 (Deviation No. 4), NORWALK TRUCK LINES, INC., 36 Woodlawn Avenue, Norwalk, Ohio, filed, February 6, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From junction U.S. Highway 25 and Interstate Highway 75 over Interstate Highway 75 to Toledo, Ohio, and (B) from Toledo, over Interstate Highway 280 to junction U.S. Highway 20, and return over the same routes for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Detroit, Mich., over U.S. Highway 25 to Toledo; and from Toledo over Ohio Highway 51 to junction U.S. Highway 20, and return over the same routes.

No. MC 104004 (Deviation No. 18), ASSOCIATED TRANSPORT INC., 380 Madison Avenue, New York 17, N.Y., filed January 27, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Baltimore, Md., over Maryland Highway 3 to junction U.S. Highway 301, thence over U.S. Highway 301 to junction Virginia Highway 207, and thence over Virginia Highway 207 to Carmel Church, Va., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Baltimore and Carmel Church, over U.S. Highway 1.

No. MC 107475 (Deviation No. 4), DANCE FREIGHT LINES INC., 920

Dance Court, Cincinnati 3, Ohio, filed January 30, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Spartanburg, S.C., over Interstate Highway 26 to Columbia, S.C., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Spartanburg over U.S. Highway 221 to Laurens, S.C., thence over U.S. Highway 76 to Columbia, and return over the same route.

MOTOR CARRIERS OF PASSENGERS

No. MC 13028 (Deviation No. 4), THE SHORT LINE, INC., P.O. Box 1513, Providence, R.I., filed February 9, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: From the junction of U.S. Highway 1 and Massachusetts Highway 128 in Westwood, Mass., over Massachusetts Highway 128 to junction U.S. Highway 24 and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is authorized to transport passengers over a pertinent service route as follows: From Providence, R.I., over U.S. Highway 1 via North Attleboro, Mass., to junction unnumbered highway, thence over unnumbered highway to East Walpole, Mass., thence return over unnumbered highway to junction U.S. Highway 1, and thence over U.S. Highway 1 via Dedham, Mass., to Boston, Mass., and return over the same routes.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-1758; Filed, Feb. 28, 1961;
8:48 a.m.]

[Notice 365]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

FEBRUARY 24, 1961.

The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings and pre-hearing conferences will be called at 9:30 o'clock a.m., United States standard time (or 9:30 o'clock a.m., local daylight saving time, if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 1124 (Sub No. 173) (AMENDMENT), filed November 7, 1960, published in the FEDERAL REGISTER issue of

January 18, 1961. Applicant: HERRIN TRANSPORTATION COMPANY, a corporation, 2301 McKinney Avenue, Houston 3, Tex. Applicant's attorney: Leroy Hallman, First National Bank Building, Dallas 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, dangerous explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, (1) between Memphis, Tenn., on the one hand, and, on the other, the plant and warehouse sites of Mohawk Tire and Rubber Company at Helena and West Helena, Ark.; from Memphis over U.S. Highway 79 to Marianna, Ark., thence over Arkansas Highway 1 to junction Arkansas Highway 20 at Barton, Ark., thence over Arkansas Highway 20 to West Helena and Helena, Ark., (2) between Fordyce, Ark., on the one hand, and, on the other, the plant and warehouse sites of Mohawk Tire and Rubber Company at Helena and West Helena, Ark.; from Fordyce over U.S. Highway 79 to its junction with Arkansas Highway 20, thence over Arkansas Highway 20 to West Helena and Helena, Ark., (3) between Memphis, Tenn., on the one hand, and, on the other, the plant and warehouse sites of Mohawk Tire and Rubber Company at Helena and West Helena, Ark.; from Memphis over U.S. Highway 61 to its junction with Mississippi Highway 310, thence over Mississippi Highway 310 to its junction with Mississippi Highway 315, thence over Mississippi Highway 315 and across Mississippi River Bridge to Arkansas Highway 20, thence over Arkansas Highway 20 to Helena and West Helena, Ark., (4) between Monroe, La., on the one hand, and, on the other, the plant and warehouse sites of Mohawk Tire and Rubber Company at Helena and West Helena, Ark.; from Monroe, over U.S. Highway 80 to Delhi, La., thence over Louisiana Highway 17 through Epps and Oak Grove, La., to the Arkansas-Louisiana State line, thence over Arkansas Highway 159 to its junction with U.S. Highway 65, thence over U.S. Highway 65 to its junction with U.S. Highway 82, thence over U.S. Highway 82 to Leland, Miss., thence over U.S. Highway 61 to its junction with Mississippi Highway 315, thence over Mississippi Highway 315 and across Mississippi River Bridge to Arkansas Highway 20, thence over Arkansas Highway 20 to Helena and West Helena, Ark.; and return over the same routes, serving no intermediate or off-route points, in connection with (1), (2), (3), and (4) above.

HEARING: Remains as assigned on March 22, 1961, in the Claridge Hotel, Memphis, Tenn., but is reassigned before Examiner Edith H. Cockrill.

No. MC 2484 (Sub No. 37), filed February 6, 1961. Applicant: E. & L. TRANSPORT COMPANY, a corporation, 14201 Prospect Avenue (formerly Schaden Avenue), Dearborn, Mich. Applicant's attorney: George S. Dixon, Guardian Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Farm tractors and farm*

tractor parts, accessories and equipment, in the same vehicle with farm tractors; between Glenfield, Pa., on the one hand, and, on the other, points in Maryland, Pennsylvania, Virginia, and West Virginia.

HEARING: April 20, 1961, at the New Federal Building, Pittsburgh, Pa., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 2986 (Sub No. 23), filed January 30, 1961. Applicant: INDIANAPOLIS & SOUTHERN MOTOR EXPRESS, INC., U.S. Highway 41 South (P.O. Box 491), Vincennes, Ind. Applicant's attorney: Ferdinand Born, 1017-19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Mitchell, Ind., and junction of Indiana Highway 60 and Indiana Highway 56 near Salem, Ind.; from Mitchell over Indiana Highway 60 to junction Indiana Highway 60 and Indiana Highway 56 near Salem, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only.

NOTE: Applicant states it is authorized to serve from Paoli, Ind., to Indianapolis, including service to the intermediate point of Mitchell, by virtue of the grant of authority between junction Indiana Highway 45 and Indiana Highway 56 and Indianapolis, Ind.; and between Paoli, Ind., and Cincinnati, Ohio, reaching between Paoli and Salem, Ind., over Indiana Highway 56.

HEARING: May 9, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 72, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 7181 (Sub No. 3), filed January 11, 1961. Applicant: ARTHUR F. KAUFFMAN AND ANN C. KAUFFMAN, a partnership, doing business as EUGENE-MCKENZIE FREIGHT, Blue River, Ore. Applicant's attorney: William B. Adams, Pacific Building, Portland 4, Ore. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities*, except liquid petroleum products in bulk, commodities requiring special equipment, and household goods, but including *Classes A and B explosives*; serving the Carmen-Smith Dam project on the North Fork of the McKenzie River, Oregon, approximately 10 miles north of Belknap Springs, Ore., and points within 10 miles thereof, as off-route operations in conjunction with applicant's authorized regular route operations.

HEARING: April 24, 1961, at the Interstate Commerce Commission, Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Joint Board No. 172, or, if the Joint Board waives its right to participate, before Examiner Alvin H. Schutrumpf.

No. MC 7746 (Sub No. 108), filed December 30, 1960. Applicant: UNITED TRUCK LINES, INC., East 915 Springfield Avenue, Spokane 2, Wash. Applicant's attorney: Mr. George Labissoniere, 333 Central Building, Seattle

4, Wash. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, dangerous explosives, household goods as defined by the Commission, (1) between Spokane, Wash., and the United States-Canada Boundary near Laurier, Wash.; from Spokane over U.S. Highway 395 to the United States-Canada boundary at or near Laurier, and return over the same route, serving no intermediate points; (2) between Spokane, Wash., and the United States-Canada boundary near Boundary, Wash., and the United States-Canada boundary near Paterson, British Columbia or Velvet, Wash.; from Spokane over U.S. Highway 395 to junction of U.S. Highway 395 and Washington Highway 22 near Kettle Falls, Wash., thence over Washington Highway 22 and 22A to the United States-Canada boundary near Boundary, Wash. and return over the same route, and from Spokane over U.S. Highway 395 to its junction with Washington Highway 22 near Kettle Falls, Wash., thence over Washington Highway 22 to the United States-Canada boundary near Velvet, and return over the same route, serving no intermediate points; (3) between Spokane, Wash. and the United States-Canada boundary approximately 12 miles north of Metaline Falls, Wash.; from Spokane, over U.S. Highway 2 and 195 to Newport, thence over Washington Highway 6 to the United States-Canada boundary approximately 12 miles north of Metaline Falls, and return over the same route, also, over Washington Highway 6-B from junction with U.S. Highway 2 and 195 approximately 33 miles north of Spokane, to its junction with Washington Highway 6 near Usk, and return over the same route, serving no intermediate points; (4) between Spokane, Wash., and the United States-Canada boundary at or near Eastport, Idaho; from Spokane, over Washington Highway 2H to the Washington-Idaho State Line, thence over Idaho Highway 53 to Garwood, Idaho, thence over U.S. Highway 95 to the United States-Canada boundary at or near Eastport, and return over the same route, serving no intermediate points; (5) between Spokane, Wash., and the United States-Canada boundary near Sweetgrass, Mont.; from Spokane, over U.S. Highway 10 to Milltown, Mont., thence over Montana Highway 20 to its junction with U.S. Highway 89 (near Sun River, Mont.) thence over U.S. Highway 89 to Vaughn, Mont., thence over combined U.S. Highways 89 and 91 to Great Falls, Mont., thence over combined U.S. Highways 89 and 91 to the United States-Canada boundary near Sweetgrass, Mont., and return over the same route, serving the intermediate point of Great Falls, Mont.; (6) between Spokane, Wash., and the United States-Canada boundary near Oroville, Wash.; from Spokane, over U.S. Highway 2, to its junction with Washington Highway 10, approximately 2 miles west of Coulee City, Wash., thence over U.S. Highway 10 to its junction with U.S. Highway 97 near Brewster, Wash., thence over U.S. Highway 97 to the United States-

Canada boundary approximately 5 miles north of Oroville, and return over the same route, serving no intermediate points; and (7) between Spokane, Wash., and the United States-Canada boundary near Oroville, Wash.; from East Wenatchee, Wash., over U.S. Highway 97 to the United States-Canada boundary approximately 5 miles north of Oroville, and return over the same route, serving no intermediate points.

NOTE: Applicant states that all routes are restricted to international traffic between the United States and Canada.

HEARING: May 1, 1961, at the Davenport Hotel, Spokane, Wash., before Joint Board No. 79, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 7746 (Sub No. 111), filed November 3, 1960. Applicant: UNITED TRUCK LINES, INC., East 915 Springfield Avenue, Spokane 2, Wash. Applicant's attorney: George R. Labissoniere, 333 Central Building, Seattle 4, Wash. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, dangerous explosives, household goods as defined by the Commission, (1) between Pasco, Wash., and Lewiston, Idaho; from Pasco over U.S. Highway 395 to its junction with U.S. Highway 410 at or near Wallula, Wash., thence over U.S. Highway 410 to Lewiston and return over the same route, serving the intermediate points of Walla Walla, Dayton, Pomeroy, Clarkston, Waitsburg, and Dodge, Wash., and (2) from Pasco over Washington Highway 3D to its junction with Washington Highway 3E at or near Prescott, Wash., and thence over Washington Highway 3E to its junction with U.S. Highway 410 at or near Waitsburg, Wash., thence over U.S. Highway 410 to Lewiston, serving no intermediate points between Pasco and Waitsburg as an alternate route for operating convenience only.

HEARING: May 3, 1961, at the Davenport Hotel, Spokane, Wash., before Joint Board No. 169, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 7746 (Sub No. 112), filed January 9, 1961. Applicant: UNITED TRUCK LINES, INC., East 915 Springfield Avenue, Spokane 2, Wash. Applicant's attorney: George R. Labissoniere, 333 Central Building, Seattle 4, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meat, meat products, and meat by-products; dairy products; articles distributed by meat-packing houses; and such commodities as are used by meat packers in the conduct of their business when destined to and for use by meat packers, as described in sections A, B, C and D of Appendix I to the Report in Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, between Nampa, Boise, Caldwell, and Twin Falls, Idaho, and the site of the Armour & Company plant, 12½ miles east of Twin Falls, Idaho, on U.S. Highway 30, on the one hand, and, on the other, points in California, Washington, Idaho, Montana, and Oregon.

HEARING: April 20, 1961, at the Public Utilities Commission, State House, Boise, Idaho, before Examiner Alvin H. Schuttrumpf.

No. MC 19778 (Sub No. 36), filed April 25, 1960. Applicant: MILWAUKEE MOTOR TRANSPORTATION COMPANY, 516 West Jackson Boulevard, Chicago 6, Ill. Applicant's attorney: Robert F. Munsell, Assistant General Solicitor, Chicago, Milwaukee, St. Paul, and Pacific Railroad Company, 888—516 West Jackson Boulevard, Chicago 6, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except household goods, as defined by the Commission, (1) between Minneapolis, Minn., and Plevna, Mont., from Minneapolis over U.S. Highway 212 to junction Minnesota Highway 7 at Montevideo, Minn., thence over Minnesota Highway 7 to junction U.S. Highway 12 at Ortonville, Minn., thence over U.S. Highway 12 to Plevna, and return over the same route. (2) Between Cologne, Minn., and Mendota, Minn., from Cologne over U.S. Highway 212 to junction Minnesota Highway 101, thence over Minnesota Highway 101 to junction Minnesota Highway 13, thence over Minnesota Highway 13 to Mendota, and return over the same route. (3) Between Ortonville, Minn., and Fargo, N. Dak., from Ortonville over U.S. Highway 75 to junction Minnesota Highway 55 near Tenney, Minn., thence over Minnesota Highway 55 to the Minnesota-North Dakota State line, thence over North Dakota Highway 11 to Fairmont, N. Dak., thence over U.S. Highway 81 to Fargo, and return over the same route. (4) Between Milbank, S. Dak., and Sisseton, S. Dak., from Milbank over U.S. Highway 12 to junction South Dakota Highway 15-A, thence over South Dakota Highway 15-A to Wilmot, S. Dak., thence over South Dakota Highway 15 to junction U.S. Highway 81, thence over U.S. Highway 81 to Sisseton, and return over the same route. (5) Between Andover, S. Dak., and Brampton, N. Dak., from Andover over U.S. Highway 12 to junction South Dakota Highway 25, thence over South Dakota Highway 25 to Britton, S. Dak., thence over unnumbered South Dakota Highways through Newark, S. Dak., to the South Dakota-North Dakota State line, thence over unnumbered North Dakota highways to Brampton, N. Dak., and return over the same route. (6) Between Aberdeen, S. Dak., and Edgeley, N. Dak., from Aberdeen over U.S. Highway 281 to Edgeley, and return over the same route. (7) Between Aberdeen, S. Dak., and Redfield, S. Dak., from Aberdeen over U.S. Highway 281 to Redfield, and return over the same route. (8) Between Roscoe, S. Dak., and Orient, S. Dak., from Roscoe over unnumbered highways to junction South Dakota Highway 20 west of Norbeck, S. Dak., thence over South Dakota Highway 20 to junction of an unnumbered highway four (4) miles east of Norbeck, S. Dak., thence over unnumbered highways to Orient. (9) Between Roscoe, S. Dak., and Linton, N. Dak., from Roscoe over U.S. Highway 12 to junction of an

unnumbered highway six (6) miles west of Roscoe, S. Dak., thence over unnumbered highway to junction South Dakota Highway 47 west of Hillsview, S. Dak., thence over South Dakota Highway 47 to junction South Dakota Highway 10, thence over South Dakota Highway 10 to junction of an unnumbered highway eight (8) miles west of Eureka, S. Dak., thence over unnumbered highways to junction North Dakota Highway 11 near Zeeland, N. Dak., thence over North Dakota Highway 11 to junction U.S. Highway 83 west of Hague, N. Dak., thence over U.S. Highway 83 to Linton, and return over the same route. (10) Between Selby, S. Dak., and Faith, S. Dak., from Selby over U.S. Highway 83 to junction U.S. Highway 212 near Gettysburg, S. Dak., thence over U.S. Highway 212 to Faith, and return over the same route. (11) Between Mobridge, S. Dak., and Isabel, S. Dak., from Mobridge over South Dakota Highway 8 to Isabel, and return over the same route. (12) Between McLaughlin, S. Dak., and New England, N. Dak., from McLaughlin over South Dakota Highway 63 to the South Dakota-North Dakota State Line, thence over North Dakota Highway 6 to junction North Dakota Highway 21, thence over North Dakota Highway 21 to junction North Dakota Highway 22, thence over North Dakota Highway 22 to New England, and return over the same route. (Route 13 is described below as Alternate route (13).) (14) Between junction South Dakota Highway 15 and U.S. Highway 81 west of Wilmot, S. Dak., and junction U.S. Highways 12 and 81 near Summit, S. Dak., from junction South Dakota Highway 15 and U.S. Highway 81 west of Wilmot over U.S. Highway 81 to junction U.S. Highway 12 near Summit, and return over the same route. **ALTER-NATE ROUTES**, for operating convenience only, serving no intermediate or off-route points: (13) Between Sisseton, S. Dak., and Fairmont, N. Dak., from Sisseton over U.S. Highway 81 to Fairmont, and return over the same route. (15) Between Sisseton, S. Dak., and Britton, S. Dak., from Sisseton over South Dakota Highway 10 to Britton, and return over the same route. (16) Between junction U.S. Highways 281 and 212 at Redfield, S. Dak., and junction Unnumbered Highway and U.S. Highway 212 at Faulkton, S. Dak., from junction U.S. Highways 281 and 212 at Redfield over U.S. Highway 212 to junction unnumbered highway at Faulkton, and return over the same route. (17) Between junction North Dakota Highway 11 and U.S. Highway 83 west of Hague, N. Dak., and junction U.S. Highways 83 and 12 near Selby, S. Dak., from junction North Dakota Highway 11 and U.S. Highway 83 west of Hague, over U.S. Highway 83 to junction U.S. Highway 212 near Selby, and return over the same route. (18) Between Isabel, S. Dak., and junction South Dakota Highway 65 and U.S. Highway 212 near Dupree, S. Dak., from Isabel over South Dakota Highway 65 to junction U.S. Highway 212 near Dupree, and return over the same route. (19) Between Faith, S. Dak., and Lemmon, S. Dak.,

from Faith over South Dakota Highway 73 to Lemmon, and return over the same route. (20) Between junction North Dakota Highways 21 and 22 south of New England, N. Dak., and junction North Dakota Highway 22 and U.S. Highway 12 east of Reeder, N. Dak., from junction North Dakota Highways 21 and 22 south of New England over North Dakota Highway 22 to junction U.S. Highway 12 east of Reeder, and return over the same route. Serving on the above-specified routes (1) through (14) except route 13, the intermediate points of Minneapolis, St. Louis Park, Chaska, Cologne, Bongards, Norwood, Plato, Glencoe, Sumter, Brownton, Stewart, Buffalo Lake, Hector, Bird Island, Olivia, Danube, Renville, Sacred Heart, Minnesota Falls, Granite Falls, Montevideo, Watson, Milan, Appleton, Correll, Odessa, Ortonville, and Big Stone City, Minn.; Big Stone City, Milbank, Summit, Ortle, Waubay, Webster, Holmquist, Bristol, Andover, Groton, James, Aberdeen, Mina, Craven, Ipswich, Roscoe, Gretha, Bowdle, Selby, Sitka, Glenham, Moorridge, Snake Creek, McLaughlin, Walker, McIntosh, Watauga, Morristown, Keldron, Thunderhawk, Lemmon, and White Butte, S. Dak.; Hettinger, Bucyrus, Reeder, Peerless, Gascoyne, Scranton, Buffalo Springs, Bowman, Griffin, Rhame, and Mar-marth, N. Dak.; Baker and Plevna, Mont.; Shakopee, Mendota, Clinton, Graceville, Dumont, and Wheaton, Minn.; Fairmount, Tyler, Wahpeton, Abercrombie, Christine, Lithia, Hickson, Wild Rice, and Fargo, N. Dak.; Wilmot, Sisseton, Andover, Pierport, Langford, and Britton, S. Dak.; Brampton, N. Dak.; Newark, Westport, Barnard, Frederick, and Winship, S. Dak.; Ellendale, Mon-ango, and Edgeley, N. Dak.; Warner, Duxbury, Gallup, Mellette, Ashton, Redfield, Loyalton, Norbeck, Faulkton, Orient, Hosmer, Hillsview, and Eureka, S. Dak.; Zeeland, Hague, Strasburg, and Linton, N. Dak.; LaPlant, Ridgeview, Thatcher, Parade, Eagle Butte, Lantry, Dupree, Red Elm, Faith, Trail City, Glen-cross, Firesteel, Timber Lake, and Isabel, S. Dak.; Selfridge, Elgin, New Leipzig, Mott, Regent, and New England, N. Dak.; and the off-route points of Hopkins, Chanhassen, Augusta, and Wedgahl, Minn.; Marvin, Twin Brooks, Bath, Java, Wakpala, and Mahto, S. Dak.; Petrel, Haynes, and Ives, N. Dak.; Kingmont, Mont.; Prior Lake, Minn.; White Rock, S. Dak.; Blackmer, Wood-hull, Enloe, and Saunders, N. Dak.; Corona, Peever, Spain, and Maple Leaf, S. Dak.; Chadwick, Shields, Freda, Raleigh, Brisbane, Leith, Bentley, and Havelock, N. Dak.

NOTE: Section 210, dual operations, may be involved.

HEARING: May 8, 1961, at Room 926 Metropolitan Building, Second Avenue, South and Third, Minneapolis, Minn., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 23976 (Sub No. 14), filed December 6, 1960. Applicant: BEND-PORTLAND TRUCK SERVICE, INC., 5940 North Basin Street, Portland 17, Ore. Applicant's attorney: John M.

Hickson, Failing Building, Portland, Oreg. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, and commodities in bulk, between Klamath Falls, Oreg., and Alturas, Calif.; from Klamath Falls, Oreg., over Oregon Highway 39 to the Oregon-California State line, thence over California Highway 139 to Canby, Calif., thence over U.S. Highway 299 to Alturas, Calif., and return over the same route, as an alternate route for operating convenience only, in connection with applicant's presently authorized regular route operations in the States of Oregon and California, serving no intermediate points.

HEARING: April 26, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Oreg., before Joint Board No. 11, or, if the Joint Board waives its right to participate before Examiner Alvin H. Schuttrumpf.

No. MC 28956 (Sub No. 2), filed January 30, 1961. Applicant: G. P. RYALS, doing business as RYALS TRUCK SERVICE, P.O. Box 234, Albany, Oreg. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Sugar*, in sacks or bags, and *exempt commodities*, (1) between Albany, Oreg., and Corvallis, Oreg.; from Albany, over Oregon Highway 20 to Corvallis, and return over the same route, serving no intermediate or off-route points, and (2) Serving Salem, Oreg., as an intermediate point in connection with carrier's authorized regular route operations between Portland and Albany, Oreg., over U.S. Highway 99E.

HEARING: May 16, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Oreg., before Joint Board No. 172, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 31600 (Sub No. 489), filed January 9, 1961. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham 54, Mass. Applicant's attorney: K. B. Williams, Williams, Kelly, Shrigley, Shepard & Ryan, 111 State Street, Boston, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, in tank or hopper-type vehicles, from Wilmington, Mass., to points in Massachusetts.

HEARING: April 24, 1961, at the New Post Office and Court House Building, Boston, Mass., before Joint Board No. 231, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 42487 (Sub No. 498), filed January 30, 1961. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except liquid petroleum products, in bulk, in tank vehicles; serving the Round Butte Dam Site (located near the confluence of the Metolius and Deschutes

Rivers approximately seven miles southwest of Madras, Oreg.) and points within five miles thereof, as off-route points in connection with carrier's regular route operations between Portland, Oreg., and Klamath Falls, Oreg.

HEARING: May 16, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Oreg., before Joint Board No. 172, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 42487 (Sub No. 501), filed February 8, 1961. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's attorney: Wyman C. Knapp, 740 Roosevelt Building, 727 West Seventh Street, Los Angeles 17, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wine*, in bulk, in tank vehicles, in straight loads; and *brandy*, in bulk, in tank vehicles, in straight loads; between points in California, on the one hand, and, on the other, points in Minnesota, Wisconsin, North Dakota, and South Dakota; and (2) *grape flavoring materials*, non-potable, not over 21 percent alcohol by volume; between points in California, on the one hand, and, on the other, Atlanta, Ga.

NOTE: Common control may be involved.

HEARING: May 22, 1961, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner Alton R. Smith.

No. MC 52709 (Sub No. 123), filed February 1, 1961. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver 5, Colo. Applicant's representative: Eugene St. M. Hamilton, 3201 Ringsby Court, Denver 5, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Molasses*, in bulk, in tank vehicles, from points in Louisiana and Texas, to points in Colorado, Utah, Wyoming, Idaho, and Montana, and *refused or rejected shipments*, on return.

HEARING: April 27, 1961, at the Baker Hotel, Dallas, Tex., before Examiner Reece Harrison.

No. MC 52709 (Sub No. 124), filed February 1, 1961. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver 5, Colo. Applicant's representative: Eugene St. M. Hamilton, 3201 Ringsby Court, Denver 5, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vegetable oils and/or animal fats*, oils and greases, and *blends and products thereof*, in bulk, in tank vehicles, from points in Texas, other than Sherman, Tex., and from points in New Mexico, to points in California, Arizona, Nevada, and Idaho, and *refused and rejected shipments*, on return.

HEARING: April 28, 1961, at the Baker Hotel, Dallas, Tex., before Examiner Reece Harrison.

No. MC 52920 (Sub No. 28), filed January 6, 1961. Applicant: PACIFIC HIGHWAY TRANSPORT, INC., Sixth Avenue South at Holgate, Seattle, Wash.

Applicant's attorney: Maurice H. Greene, P.O. Box 1554, Boise, Idaho. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A, B and C explosives*; (1) From Giant, Wash. (approximately four miles North of Olympia, Wash.), and points within five miles of Giant, to points in Oregon. (2) From Giant, Wash. (approximately four miles north of Olympia, Wash.), and points within five miles of Giant, to Seattle and Tacoma, Wash. (3) Between Oak Harbor, Wash., and points within five miles of Oak Harbor, on the one hand, and, on the other, Whitmarsh Siding, Wash. (near Anacortes, Wash.), Seattle, Wash., and points within seven miles of Seattle. (4) Between Tacoma, Fort Lewis, and Seattle, Wash., and points in Washington within 15 miles of each, on the one hand, and, on the other, Paine Field, Wash.

NOTE: (1) Applicant states that the only authority sought by the instant application is a renewal of the above-described authority covered in existing certificates. No duplication of existing authority is sought. (2) Applicant is a wholly-owned subsidiary of Inland Motor Freight, a Washington corporation operating under Certificate MC 59077 and Subs thereunder.

HEARING: May 10, 1961, at the Federal Office Building, Seattle, Wash., before Joint Board No. 45, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 55811 (Sub No. 69), filed January 3, 1961. Applicant: CRAIG TRUCKING, INC., Albany, Ind. Applicant's attorney: Howell Ellis, Suite 1210-12 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs and food preparations*, from points in De Kalb, La Salle, and Ogle Counties, Ill., to points in Indiana, except Indianapolis, Ind., and *damaged or rejected shipments*, on return.

HEARING: May 8, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 21, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 59680 (Sub No. 128), filed January 27, 1961. Applicant: STRICKLAND TRANSPORTATION CO., INC., P.O. Box 5689, 2917 Gulden Lane, Dallas 2, Tex. Applicant's attorney: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City 3, Okla. Authority sought to operate as a *common carrier*, by motor vehicle over regular routes, transporting: *General commodities*, except those of unusual value, household goods as defined in *Practices of Motor Common Carrier of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment, serving Osceola, Ark., as an off-route point in connection with applicant's regular route operations between St. Louis, Mo., Memphis, Tenn., and Little Rock, Ark.

NOTE: Common control may be involved.

HEARING: April 18, 1961, at the Arkansas Commerce Commission, Justice Building, State Capitol, Little Rock, Ark., before Joint Board No. 215, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

over State Highways 44 (now U.S. 77) and 9, and from Corpus Christi to Robstown over State Highway 16 (new State Highway 44); (10) between Victoria and Refugio via Goliad over U.S. Highway 59, 183, and 77A, serving Victoria, Goliad, and Refugio; (11) from Caldwell, Texas, to Bryan, Texas, via State Highway 21; (12) from Houston to Bryan, via Hempstead, Brenham, Navasota, and return, from Bryan to Houston via Navasota and Hempstead, serving intermediate points on regular schedules over a route from Houston to Brenham over U.S. Highway 290; Hempstead to Navasota over State Highway No. 6; Brenham to Navasota over State Highway 90 and from Navasota to Bryan over State Highway 6; (13) between Bryan and Hempstead over State Highways 21, 36, and 159; (14) from Houston to Brenham over U.S. Highway 290; from Hempstead to Bryan via Navasota over State Highway 6; from Brenham to Navasota over State Highway 90; from Bryan to Caldwell over State Highway 21; from Caldwell to Bellville, via Brenham over State Highway 36; Bellville to Hempstead over State Highway 159; (15) between Eagle Lake and Hallettsville, Texas, over U.S. Highway 90A; between Rosenberg and Eagle Lake via Wallis over an alternate route over State Highway 36 and F-M Road 1093; (16) between Brenham and La Grange, Texas, via Carmine over U.S. Highway 290, State Highways 237 and 159; and (17) between Lufkin and Nacogdoches, Texas, over State Highways 103, 147, and 41.

NOTE: Applicant states that the service over all of the foregoing routes is to be coordinated with existing service over all routes, with service to all intermediate points and with service to off-route points to the extent permitted under the Commission's rules.

HEARING: May 3, 1961, at the Federal Office Building, Franklin and Fannin Street, Houston, Tex., before Joint Board No. 77, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 95840 (Sub No. 1), filed January 5, 1961. Applicant: GRAYSON DAMRON, doing business as ASHTON-DAMRON TOWING CO., 5741 Roosevelt Street, Detroit 8, Mich. Applicant's attorney: William B. Elmer, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked, disabled and replacement automobiles, trucks, trailers and buses*, in towaway service; between Detroit, Mich., and points in that part of Michigan and Ohio within 100 miles of Detroit, Mich., and ports of entry on the boundary of the United States and Canada within 100 miles of Detroit, on the one hand, and, on the other, ports of entry on the boundary of the United States and Canada in New York and points in Illinois, Indiana, Ohio, Pennsylvania, New York, Wisconsin, Kentucky, West Virginia, and Tennessee.

NOTE: Applicant states that carrier presently has authority between Detroit, Mich., and points in Michigan and Ohio within 100 miles of Detroit, on the one hand, and points in Illinois, Indiana, Ohio, Pennsylvania, and New York within 300 miles of Detroit on the

other hand. Applicant will request cancellation of its present authority in the event that the instant application is granted in order to eliminate duplication.

HEARING: May 2, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 98749 (Sub No. 12), filed January 3, 1961. Applicant: DURWARD L. BELL, doing business as BELL TRANSPORT COMPANY, 100 South Second Street, Longview, Tex. Applicant's attorney: Joe T. Lanham, Suite 1009, Perry-Brooks Building, Austin 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in specialized equipment, as defined in The Maxwell Co., Extension-Addyston, 63 M.C.C. 677; between points within a 25-mile radius of Longview, Tex., on the one hand, and, on the other, points in Alabama, Florida, Georgia, Mississippi, North Carolina, and South Carolina.

HEARING: April 24, 1961, at the Baker Hotel, Dallas, Tex., before Examiner Reece Harrison.

No. MC 98749 (Sub No. 13), filed January 3, 1961. Applicant: DURWARD L. BELL, doing business as BELL TRANSPORT COMPANY, 100 South Second Street, Longview, Tex. Applicant's attorney: Joe T. Lanham, Suite 1009, Perry-Brooks Building, Austin 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in bulk, in specialized equipment, as defined in The Maxwell Co., Extension-Addyston, 63 M.C.C. 677; between points within a 25-mile radius of Longview, Tex., on the one hand, and, on the other, points in Alabama, Florida, Georgia, Mississippi, North Carolina, and South Carolina.

HEARING: April 24, 1961, at the Baker Hotel, Dallas, Tex., before Examiner Reece Harrison.

No. MC 101839 (Sub No. 1), filed January 25, 1961. Applicant: JOSEPH LAMORIELLO, doing business as LAMORIELLO BROS., 233 George Waterman Road, Johnston, R.I. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such road building materials and excavated materials*, as are transported in dump trucks and can be unloaded by dumping, and *road building machinery and equipment*, in dump trucks, between points in Rhode Island, and that part of Connecticut on and east of Connecticut Highway 8.

HEARING: April 20, 1961, in Room 308, Main P.O. Building, Providence, R.I., before Joint Board No. 252, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 102567 (Sub No. 83), filed January 9, 1961. Applicant: EARL CLARENCE GIBBON, doing business as EARL GIBBON PETROLEUM TRANSPORT, 235 Benton Road, Bossier City, La., MAILING ADDRESS: P.O. Box 1822, Shreveport, La. Applicant's attorney: Jo E. Shaw, Bettis Building, Houston, Tex. Authority sought to operate as a *common carrier*, by motor vehicle,

over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Helena, Ark., to points in Mississippi on and north of U.S. Highway 80.

HEARING: April 19, 1961, at the Arkansas Commerce Commission, Justice Building, State Capitol, Little Rock, Ark., before Joint Board No. 109, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 103316 (Sub No. 2), filed February 9, 1961. Applicant: S. HANDVERGER CO., INC., 713 Western Avenue, Lynn, Mass. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Gluestock*, in bulk, in dump vehicles, equipped with open tops, tail gates and water tight bodies, from Winchester, N.H., to Woburn, Mass.

HEARING: April 26, 1961, at the New Post Office and Court House Building, Boston, Mass., before Joint Board No. 20, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 103880 (Sub No. 217), filed January 23, 1961. Applicant: PRODUCERS TRANSPORT, INC., 224 Buffalo Street, New Buffalo, Mich. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from Fort Wayne, Ind., to points in Mercer, Paulding, and Van Wert Counties, Ohio.

NOTE: Applicant states it is the owner of 50 percent of the outstanding shares of stock of Tank Truck Transport, Ltd., therefore common control may be involved.

HEARING: May 9, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 60, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 103993 (Sub No. 146), filed February 13, 1961. Applicant: MORGAN DRIVE-AWAY, INC., 500 Equity Building, Elkhart, Ind. Applicant's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Prefabricated buildings*, complete, knocked down, or in sections, and *equipment and materials* incidental to the erection and completion of such building when shipped therewith; from the plant site of Scholz Homes, Inc., at or near Toledo, Ohio, to points in the United States, except Hawaii, but including Alaska, and *rejected shipments and equipment incidental to the handling of the commodities requested*, on return.

HEARING: March 28, 1961, at the Federal Building, Detroit, Mich., before Examiner Walter R. Lee.

No. MC 104710 (Sub No. 4), filed December 5, 1960. Applicant: ED TAYLOR, Terreton, Idaho. Applicant's attorney: John L. Bloem, P.O. Box 428, Idaho Falls, Idaho. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ore and ore concentrates*, in bulk; from points in Clark and Lemhi Coun-

ties, Idaho, within 50 miles of Reno, Idaho, to Butte, Mont.

NOTE: Applicant states the sole purpose of the application is to request authority to serve Butte, Mont., as a destination point in addition to the destination points presently authorized. No change in origin points.

HEARING: April 19, 1961, at the Public Utilities Commission, State House, Boise, Idaho, before Joint Board No. 83, or, if the Joint Board waives its right to participate, before Examiner Alvin H. Schutrumpf.

No. MC 106943 (Sub No. 71), filed February 1, 1961. Applicant: EASTERN EXPRESS, INC., 1450 Wabash Avenue, Terre Haute, Ind. Applicant's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except Classes A and B explosives, livestock, grain, petroleum products in bulk, household goods as defined by the Commission, and commodities requiring special equipment, serving the site of the Noxsuma Chemical Company at Cockeysville, Md., as an off-route point in connection with carrier's regular route operations to and from Baltimore, Md.

HEARING: April 21, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 112, or if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 106965 (Sub No. 155), filed December 30, 1960. Applicant: M. I. O'BOYLE & SON, INC., doing business as O'BOYLE TANK LINES, 1825 Jefferson Place NW., Washington 6, D.C. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Silica flour*, in bulk, in tank or covered hopper vehicles, from Newport and Millville, N.J., to Baltimore and Havre de Grace, Md.

HEARING: April 20, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 283, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 106965 (Sub No. 156), filed December 30, 1960. Applicant: M. I. O'BOYLE & SON, INC., doing business as O'BOYLE TANK LINES, 1825 Jefferson Place NW., Washington 6, D.C. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Corn syrup*, in bulk, in tank vehicles, from Baltimore, Md., to points in New Jersey other than those within 25 miles of Philadelphia, Pa.

HEARING: April 20, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 283, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 107403 (Sub No. 326), filed February 10, 1961. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Applicant's attorneys: Shertz, Barnes and Shertz, Suite 601, 226 South 16th Street, Philadelphia 2, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry catalyst*, in bulk, between Catlettsburg and Louisville, Ky., Canton, Ohio, and North Tonawanda, N.Y.

NOTE: Applicant holds contract carrier authority in MC 117637 and Subs thereunder. Dual operations may be involved.

HEARING: April 6, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Garland E. Taylor.

No. MC 108449 (Sub No. 119) (FURTHER AMENDED), filed December 27, 1960, published in FEDERAL REGISTER, issue of February 15, 1961. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul 13, Minn. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cement and lime*, in bulk, in straight or mixed shipments, (2) *cement and lime*, in bags or in packages, in straight or mixed shipments, palletized or unpalletized; and (3) *mixed shipments* of items (1) and (2); all of the above from Duluth, Minn., and Superior, Wis., to points in Iowa, Minnesota, North Dakota, South Dakota, Wisconsin, and the Upper Peninsula of Michigan; and, (4) *rejected or returned shipments* of the commodities named in (1), (2), and (3) and pallets used in connection with the outbound transportation described in (2) and (3), from points in Iowa, Minnesota, North Dakota, South Dakota, Wisconsin, and the Upper Peninsula of Michigan to Duluth, Minn., and Superior, Wis.

NOTE: Applicant has authority to transport cement in bulk, in hopper type vehicles from Duluth, Minn., to points in Iowa, Minnesota, North Dakota, South Dakota, and Wisconsin. The purpose of this republication is to more clearly define the authority herein sought.

HEARING: Remains as assigned, April 5, 1961, in Room 926, Metropolitan Building, Second Avenue, South and Third, Minneapolis, Minn., before Examiner Dallas B. Russell.

No. MC 109584 (Sub No. 88), filed January 27, 1961. Applicant: ARIZONA-PACIFIC TANK LINES, a corporation 717 North 21st Avenue, Phoenix, Ariz. Applicant's attorney: Arthur H. Glanz, 639 South Spring Street, Los Angeles 14, California. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat fats*, edible and inedible, from Seattle, Tacoma, and Spokane, Wash., to points in Los Angeles and San Diego Counties, Calif., and *returned, rejected or contaminated shipments* of the above-specified commodity, on return.

HEARING: May 9, 1961, at the Federal Office Building, Seattle, Wash., before Joint Board No. 5, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 109584 (Sub No. 90), filed February 6, 1961. Applicant: ARIZONA-PACIFIC TANK LINES, a corporation, 717 North 21st Avenue, Phoenix, Ariz. Applicant's attorney: Arthur H. Glanz, 639 South Spring Street, Los Angeles 14, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Molasses*, in bulk, in tank vehicles, from Portland, Oreg., and Seattle and Tacoma, Wash., to points in Montana, and *returned, rejected or contaminated shipments* of the above-specified commodity on return.

HEARING: May 15, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Oreg., before Examiner Alton R. Smith.

No. MC 109704 (Sub No. 2), filed February 9, 1961. Applicant: CHEMTRANS, INC., 14 Holland Road, Pittsburgh 35, Pa. Applicant's attorney: Henry M. Wick, Jr., 1515 Park Building, Pittsburgh 22, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals and vegetable oils*, in bulk, in tank vehicles, from points in Ohio, Indiana, Michigan, Illinois, New York, West Virginia, and New Jersey, to the site of the plants of American Cyanamid Company at or near Bridgeville, Pa.

HEARING: April 21, 1961, at the New Federal Building, Pittsburgh, Pa., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 110098 (Sub No. 26), filed December 13, 1960. Applicant: ZERO REFRIGERATED LINES, a corporation, P.O. Box 4066, Station "A", San Antonio, Tex. Applicant's attorney: Charles D. Mathews, Brown Building, Austin, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Idaho and Utah to points in Louisiana, Texas, Oklahoma, Arkansas, New Mexico, Kansas, and Missouri.

HEARING: April 17, 1961, at the Public Utilities Commission, State House, Boise, Idaho, before Examiner Alvin H. Schutrumpf.

No. MC 110525 (Sub No. 435), filed January 5, 1961. Applicant: CHEMICAL TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles; from Cincinnati and Hooven, Ohio, to points in Indiana and Kentucky, and *rejected shipments*, on return.

HEARING: April 26, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 208, or, if the Joint Board waives its right to participate, before Examiner Lawrence A. Van Dyke, Jr.

No. MC 110525 (Sub No. 436), filed January 5, 1961. Applicant: CHEMICAL TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pulverized*

limestone, in bulk, in tank or hopper type vehicles; (1) from New Castle, Pa., to Cresap, Fairmont, Fairview, Ireland, Morgantown, Moundsville, and Stringer, W. Va., and Glencastle, Ohio, and (2) from New Enterprise, Pa., and Vesco, Md., to Cresap, Fairmont, Fairview, Ireland, Morgantown, Moundsville, and Stringer, W. Va., and *rejected shipments*, on return.

NOTE: Applicant presently holds contract authority in MC 117507 and Subs thereunder, therefore, dual operations may be involved.

HEARING: April 21, 1961, at the New Federal Building, Pittsburgh, Pa., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 110525 (Sub No. 438), filed February 14, 1961. Applicant: **CHEMICAL TANK LINES, INC.**, 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry commodities*, except cement, salt, sugar and flour, and *rejected shipments*, in bulk, in tank or hopper type vehicles, between Wallingford, Conn.; Bound Brook, Princeton, Warners, and Woodbridge, N.J.; Pearl River, N.Y.; Hamilton and Marietta, Ohio; Bridgeville and New Castle, Pa.; and Ports of Entry on the International Boundary Line, on the Detroit River and on the Niagara River; on the one hand, and, on the other, points in Connecticut, Delaware, Indiana, Illinois, Iowa, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, and the District of Columbia.

HEARING: April 7, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner J. Thomas Schneider.

No. MC 111578 (Sub No. 1), filed January 25, 1961. Applicant: **NARRAGANSETT IMPROVEMENT COMPANY**, a corporation, 223 Allens Avenue, Providence, R.I. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Road construction and excavating materials*, and *road building machinery*, between points in Rhode Island, on the one hand, and, on the other points in Connecticut on and east of Connecticut Highway 8.

HEARING: April 20, 1961, in Room 308, Main P.O. Building, Providence, R.I., before Joint Board No. 252, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 112497 (Sub No. 174), filed February 13, 1961. Applicant: **HEARIN TANK LINES, INC.**, P.O. Box 3096, Istrouma Branch, 6440 Rawlins Street, Baton Rouge, La. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid synthetic plastic materials*, in bulk, in tank vehicles, from Mobile, Ala., to points in Arkansas, Louisiana, Mississippi, and Texas.

HEARING: April 5, 1961, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Frank J. Mahoney.

No. MC 112963 (Sub No. 6), filed February 6, 1961. Applicant: **ROY BROS., INC.**, Boston Road, Pinehurst, Mass. Applicant's attorney: S. Harrison Kahn, 1110-14 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bulk commodities*, in tank vehicles (except gasoline, fuel oil, tar, and asphalt), (1) between points in Massachusetts, Rhode Island, and Connecticut; and (2) between points in Massachusetts, Rhode Island, and Connecticut, on the one hand, and, on the other, points in Maine, New Hampshire, Vermont, and the New York, N.Y., Commercial Zone as defined by the Commission in 1 M.C.C. 665.

HEARING: April 25, 1961, at the New Post Office and Court House Building, Boston, Mass., before Examiner Harold P. Boss.

No. MC 113779 (Sub No. 137), filed December 23, 1960. Applicant: **YORK INTERSTATE TRUCKING, INC.**, 9020 La Porte Expressway, Houston 17, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitric acid*, in bulk, in tank vehicles, from Bessemer, Ala., to points in Texas.

HEARING: May 2, 1961, at the Federal Office Building, Franklin and Fannin Streets, Houston, Tex., before Examiner Reece Harrison.

No. MC 113828 (Sub No. 6), filed February 17, 1961. Applicant: **O'BOYLE TANK LINES, INCORPORATED**, Arlington Towers, Arlington, Va. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from the sites of Terminals on the Trans Southern Pipe Line in North Carolina, to points in South Carolina, Virginia and Tennessee.

NOTE: Applicant states it is a subsidiary of M. I. O'Boyle & Son, Inc., a Delaware Corporation, which is a common carrier of liquid and dry commodities, in bulk, in tank vehicles, therefore common control may be involved.

HEARING: March 13, 1961, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner James I. Carr.

No. MC 114019 (Sub No. 56), filed February 17, 1961. Applicant: **MIDWEST EMERY FREIGHT SYSTEM, INC.**, 7000 South Pulaski Road, Chicago, Ill. Applicant's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food-stuffs*, requiring refrigeration, when moving in mixed loads, with frozen foods, and *prepared dough* requiring refrigeration, (1) between points in Arkansas, Connecticut, Delaware, the District of Columbia, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, North Dakota, Rhode Island, South Dakota, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin, and (2) between

points in Illinois, Indiana, Ohio, Pennsylvania, and New York, on the one hand, and, on the other, points in the states in (1) above.

NOTE: The requested territory is identical with that being sought by the same applicant in MC 114019 (Sub No. 29), in the transportation of "frozen foods". The chief purpose of this application is to enable applicant to handle mixed loads of perishable non-frozen foodstuffs, and frozen foods. Applicant waives compliance with notice of protest requirements by any party of record to the MC 114019 (Sub No. 29) proceeding who appears at the hearing.

HEARING: March 27, 1961, at the Midland Hotel, Chicago, Ill., before Examiner William J. Cave.

No. MC 114533 (Sub No. 24), filed January 19, 1961. Applicant: **BANKERS DISPATCH CORPORATION**, 4658 South Kedzie Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Data processing papers; punch cards; magnetic encoded documents; magnetic tape; punch paper tape; printed reports and documents; and office records*; (1) Between Chicago, Ill., on the one hand, and, on the other, points in Indiana on and north of U.S. Highway 40; points in the Lower Peninsula of Michigan, and points in Wisconsin; (2) Between Detroit, Mich., on the one hand, and, on the other, points in Indiana on and north of U.S. Highway 40; (3) Between Toledo, Ohio, on the one hand, and, on the other, points in the Lower Peninsula of Michigan; and (4) Between points in Nebraska, Kansas, and Missouri.

HEARING: May 5, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 115178 (Sub No. 1), filed February 16, 1961. Applicant: **MAYBELLE TRANSPORT COMPANY**, a corporation, P.O. Box 573, Lexington, N.C. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, between the plant site of Owens-Illinois Glass Company—Paper Products Division near Spencer, N.C., on the one hand, and, on the other, points in Georgia, South Carolina, and Virginia, and those in Tennessee on and east of a line extending from Bristol, Tenn., along U.S. Highway 11W to Knoxville, Tenn., thence over U.S. Highway 11 to the Tennessee-Georgia State line.

NOTE: (1) Applicant states the proposed operation will be under a continuing contract with Owens-Illinois Glass Company—Paper Products Division, of Toledo, Ohio. (2) Applicant presently holds common carrier authority in Certificate MC 114106 and Subs thereunder, therefore dual operations may be involved.

HEARING: April 6, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Raymond V. Sar.

No. MC 117101 (Sub No. 2), filed February 10, 1961. Applicant: **LEFFLER TRANSPORTATION CO.**, a corporation, Main Street, Richland, Pa. Applicant's

attorney: James W. Hagar, Commerce Building, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Slag*, in bulk, in dump vehicles, from Reading, Pa., to the site of the Baldwin-Ehret-Hill, Incorporated, plant, at Trenton, N.J.

HEARING: April 24, 1961, at the Penn Sherwood Hotel, 3900 Chestnut St., Philadelphia, Pa., before Examiner Gordon M. Callow.

No. MC 117119 (Sub No. 16), filed January 13, 1961. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorneys: John H. Joyce, 26 North College, Fayetteville, Ark., and A. Alvis Layne, Pennsylvania Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods and frozen poultry*, and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified in this application, between Berryville, Ark., and Marionville, Mo.

NOTE: Applicant indicates it proposes to transport empty containers or other such incidental facilities (not specified) on return movements.

HEARING: April 20, 1961, at the Arkansas Commerce Commission, Justice Building, State Capitol, Little Rock, Ark., before Joint Board No. 91, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 117119 (Sub No. 17), filed January 13, 1961. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorneys: John H. Joyce, 26 North College, Fayetteville, Ark., and A. Alvis Layne, Pennsylvania Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods and frozen poultry*; from Fayetteville, Springdale, Rogers, and Berryville, Ark., and Marionville, Mo., to Omaha, Nebr., and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return.

HEARING: April 21, 1961, at the Arkansas Commerce Commission, Justice Building, State Capitol, Little Rock, Ark., before Examiner Reece Harrison.

No. MC 118831 (Sub No. 13), filed February 14, 1961. Applicant: CENTRAL TRANSPORT, INCORPORATED, P.O. Box 5044, High Point, N.C. Applicant's attorney: Francis W. McNerny, Commonwealth Building, 1625 K Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, (1) from terminals on the Trans-Southern Pipe Line in South Carolina to points in North Carolina, South Carolina, and Virginia; and (2) from terminals on the Trans-Southern Pipe Line in North Carolina, to points in North Carolina, South Carolina, and Virginia.

HEARING: March 13, 1961, at 680 West Peachtree Street NW., Atlanta, Ga., before Joint Board No. 130, or, if the

Joint Board waives its right to participate, before Examiner James I. Carr.

No. MC 119641 (Sub No. 23), filed January 12, 1961. Applicant: RINGLE EXPRESS, INC., 405 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (A) *Folding bleacher-type seats*, (1) from Rochester, Ind., to points in the lower peninsula of Michigan; and (2) from Milwaukee, Wis., to points in the United States, except those in Wisconsin, Alaska, and Hawaii; and (B) *damaged or rejected shipments of the above-specified commodity*, from the above-described destination points to their respective origin points.

HEARING: May 1, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 119655 (Sub No. 2), filed February 10, 1961. Applicant: MORRIS H. APPLEBAUM, 2101 South Throop Street, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Radio sets, television sets, phonographs, recording sets, and combinations thereof, crated and parts of and for such commodities, and tubes*, between Chicago, Ill., on the one hand, and, on the other, points in Massachusetts, Connecticut, New Jersey, and New York.

NOTE: The purpose of this application is to eliminate the necessity of operating through the point of Charlotte, Mich., in its operations between Chicago, Ill., and points in Massachusetts, Connecticut, New Jersey, and New York.

HEARING: May 4, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 119884 (Sub No. 1), filed January 31, 1961. Applicant: FLOYD G. KOSTAD, doing business as FARMER'S MARKET CO., 1589 North Park Avenue, Eugene, Ore. (Applicant's attorney: Earle V. White, 2130 Southwest Fifth Avenue, Portland 1, Ore. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Swimming pools*, knocked down, and parts thereof, when moving in the same vehicle with shipments of swimming pools, from the plant site of Oasis Swimming Pool Co., near Eugene, Ore., to points in Colorado, Montana, Utah, and Wyoming; and (2) *fertilizer, dry*, from Tacoma and Vancouver, Wash., to points in Oregon, and *exempt commodities*, on return.

HEARING: May 15, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Examiner Alton R. Smith.

No. MC 123015 (Sub No. 1), filed January 27, 1961. Applicant: CHARLES LYNNWOOD RUSSELL, doing business as C. L. RUSSELL, 4 Somerset Avenue, Pocomoke City, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, in bags, from Norfolk, Va., to Pocomoke City, Md.

HEARING: April 19, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 226, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 123121 (Sub No. 1), filed February 9, 1961. Applicant: J. P. McLAUGHLIN TRUCKING SERVICE, INC., 300 Comminpaw Avenue, Jersey City, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Advertising matter*; from Union, N.J., to New York, N.Y., and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return.

NOTE: Applicant states the above operations will be under contract with Arlston, Inc., Union, N.J.

HEARING: April 6, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner John L. York.

No. MC 123150 (Sub No. 1), filed December 19, 1960. Applicant: JOE B. FIGHTMASTER, R.R. No. 4, Paris, Ky. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Livestock and poultry feed in bulk, including medicated livestock and poultry feed in sacks*, not to exceed 5 percent, in specialized bulk equipment with mechanical unloading devices; from Cincinnati, Ohio, to points in Boone, Kenton, Campbell, Pendleton, Grant, Harrison, Scott, Nicholas, Bourbon, Woodford, Fayette, Montgomery, Clark, Jessamine, and Madison Counties, Ky., and Franklin, Dearborn, Ohio, Switzerland, Decatur, Ripley, Jennings, and Jefferson Counties, Indiana, and *unclaimed, unsaleable, or refused shipments of the above-described commodities*, on return.

HEARING: April 26, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 208, or, if the Joint Board waives its right to participate, before Examiner Lawrence A. Van Dyke, Jr.

No. MC 123173 (Sub No. 2), filed December 15, 1960. Applicant: MISSION FUEL LIMITED, Box 965, Broadway, Mission City, British Columbia, Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mill waste pulp wood*, from the International Boundary line between the United States and Canada at or near Sumas, Wash., to Bellingham, Wash.

HEARING: May 8, 1961, at the Federal Office Building, Seattle, Wash., before Joint Board No. 237, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 123211 (REPUBLICATION), filed November 14, 1960, published Federal Register issue of November 30, 1960. Applicant: THERON E. COON, doing business as THERON E. COON TRUCKING CO., 7105 West, 3500 South Street, Magna, Utah. By application (Form BMC 78) filed on the above date applicant sought authority as a *contract car-*

rier by motor vehicle over irregular routes, transporting salt in bulk, or in package or block salt and empty containers or other such incidental facilities used in transporting the above-described commodities and rejected shipments; (1) between Lake Point, Utah, and Spray, Utah, and (2) between Salt Lake City, Utah, on the one hand, and, on the other, points in Mesa, Delta, Montrose, Ouray, San Miguel, Delores, San Juan, Montezuma, and La Plata Counties, Colo. A report and order by Joint Board No. 213 composed of the Honorable Edwin R. Lundborg and Jesse R. S. Budge, served January 23, 1961, authorizes operations as a contract carrier, by motor vehicle under a continuing contract with the Leslie Salt Company of Salt Lake City, Utah, of salt of a character for use and to be used only in oil or gas well drilling operations, from Salt Lake City, Spray, and Lake Point, Utah, to points in Mesa, Delta, Montrose, Ouray, San Miguel, Delores, San Juan, Montezuma, and La Plata Counties, Colo. The purpose of this republication is to advise that any person or persons who may have been prejudiced by the failure of the previous publication to set forth the exact operations proposed to be conducted, may within 30 days from the date of this publication in the FEDERAL REGISTER file an appropriate pleading.

No. MC 123271 (Sub No. 1), filed February 8, 1961. Applicant: TAVILLA TRUCKING CORP., One North Market Street, Boston 9, Mass. Applicant's attorney: James J. Weinstein, One Court Street, Boston 8, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, in mixed loads with *exempt commodities*, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, between Boston, Mass., and Houlton, Presque Isle, and Limestone, Maine.

HEARING: April 26, 1961, at the New Post Office and Court House Building, Boston, Mass., before Joint Board No. 69, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 123283, filed December 13, 1960. Applicant: FORD BASEL, doing business as CITY BEVERAGES, Kent, Wash. Applicant's representative: Joseph O. Earp, 1912 Smith Tower, Seattle 4, Wash. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy feed supplements*, in bags, from Auburn, Wash., to points in California, and *malt beverages*, on return.

HEARING: May 9, 1961, at the Federal Office Building, Seattle, Wash., before Joint Board No. 5, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 123311, filed December 22, 1960. Applicant: REGINALD W. POOLER, doing business as FLEET PACKAGE DELIVERY, 159 Oakland Road, Waterville, Maine. Applicant's attorney: Francis E. Barrett, Jr., Professional Building, 25 Bryant Avenue, East Milton 86 (Boston), Mass. Authority sought to operate as a *common carrier*, by motor

vehicle, over irregular routes, transporting: (1) *General commodities in packages or parcels*, not to exceed 75 pounds each, in retail delivery service, restricted to traffic having a prior or subsequent movement by a freight forwarder, from Waterville, Maine, to points in that part of Maine bounded by a line commencing at Augusta, Maine, and extending in a northerly direction along Maine Highway 104 to Waterville, Maine, thence in a northwesterly direction along Maine Highway 104 to Fairfield Center, Maine, thence along Maine Highway 139 to Norridgewock, Maine, thence along Alternate U.S. Highway 201 to Madison, Maine, thence in an easterly direction along Maine Highway 148 to Lakewood, Maine, thence in a southerly direction along U.S. Highway 201 to Skowhegan, Maine, thence in an easterly direction along U.S. Highway 2 to Brewer, Maine, thence in a southerly direction along Maine Highway 15 to Bucksport, Maine, thence along U.S. Highway 1 to Belfast, Maine, thence in a westerly direction along Maine Highway 3 to Augusta, Maine, including points on the indicated portions of the highways specified; and (2) *Returned or damaged shipments* of the above-described commodities, from the above-specified destination points to Waterville, Maine.

HEARING: May 4, 1961, at the Senate Chamber, State House, Augusta, Maine, before Joint Board No. 70, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 123318, filed December 22, 1960. Applicant: ORA A. BROWN, doing business as B & W TRUCKING COMPANY, 16 Hutchins Street, Auburn, Maine. Applicant's attorney: Francis E. Barrett, Jr., 7 Water Street, Boston 9, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, in packages or parcels, not to exceed 75 pounds each, in retail delivery service, restricted to traffic having a prior or subsequent movement by freight forwarder; from Auburn, Maine, and Lewiston, Maine, to points in that part of Maine bounded by a line commencing at Yarmouth, Maine, and extending in a northwesterly direction along Maine Highway 115 to North Windham, Maine, thence along U.S. Highway 302 to Bridgeton, Maine, thence in a northerly direction along Maine Highway 117 to Norway Lake, Maine, thence easterly along Maine Highway 118 to Norway, Maine, thence in a northerly direction along Maine Highway 26 to Bethel, Maine, thence in an easterly direction along U.S. Highway 2 to Farmington, Maine, thence along Maine Highway 43 to junction Maine Highway 148, thence easterly along Maine Highway 148 to Madison, Maine, thence in a southerly direction along Alternate U.S. Highway 201 to Norridgewock, Maine, thence along Maine Highway 139 to Fairfield Center, Maine, thence along Maine Highway 104 to Augusta, Maine, thence in an easterly direction along Maine Highway 3 to Belfast, Maine, thence in a southwesterly direction along the Atlantic Seacoast to Yarmouth, Maine, including points on the indicated portions of the

highways specified, and *returned or damaged shipments* of the above-described commodities, from the above-described destination points to Auburn and Lewiston, Maine.

HEARING: May 4, 1961, at the Senate Chamber, State House, Augusta, Maine, before Joint Board No. 70, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 123320, filed December 22, 1960. Applicant: SHERMAN H. SCRIBNER, doing business as SCRIBNER'S PARCEL DELIVERY, 53 Pleasant Street, Portland, Maine. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, in packages or parcels, not to exceed 75 pounds each, in retail delivery service, restricted to traffic having a prior or subsequent movement by freight forwarder, from Portland, Maine, to points in that part of Maine bounded by a line commencing at Yarmouth, and extending in a northwesterly direction along Maine Highway 115 to North Windham, thence along U.S. Highway 302 to the Maine-New Hampshire State Line to the Atlantic Coast at or near Kittery Point, Maine, and *returned or damaged shipments* of the above commodities, on return.

HEARING: May 4, 1961, at the Senate Chamber, State House, Augusta, Maine, before Joint Board No. 70, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 123324, filed December 27, 1960. Applicant: PUBLIC FREIGHTWAYS, LTD., 1445 Charles Street, Vancouver 6, B.C., Canada. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sulphate wood pulp*, in bales, from the Port of Entry on the International Boundary between the United States and Canada near Northport, Wash., to Velox and Millwood, Wash.

HEARING: May 8, 1961, at the Federal Office Building, Seattle, Wash., before Joint Board No. 237, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 123330, filed December 27, 1960. Applicant: CHARLES R. JOHNSON, doing business as C. R. JOHNSON CO., 10343 Pico Vista Road, Downey, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood shakes*, and *shingles*, from points in Washington to points in California and *exempt agriculture commodities*, on return.

HEARING: April 28, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Oreg., before Joint Board No. 5, or, if the Joint Board waives its right to participate, before Examiner Alvin H. Schutrumpf.

No. MC 123347, filed January 3, 1961. Applicant: B. T. LOVELACE, doing business as AJAX TRANSFER CO., 377 South Parkway West, Memphis, Tenn. Applicant's attorney: R. Connor Wiggins, Jr., Sterick Building, Memphis 3, Tenn. Authority sought to operate as a *contract*

carrier, by motor vehicle, over irregular routes, transporting: *Corrugated metal pipe, and fittings, accessories and attachments thereof, asphalt coated and uncoated, in mixed shipments; and septic tanks, asphalt coated, separately and in mixed shipments with corrugated metal pipe, fittings, accessories and attachments; from the plant site of Armco Drainage & Metal Products, Inc., at Memphis, Tenn., to points in Arkansas and Mississippi, and empty containers or other such incidental facilities, used in transporting the above-described commodities, and rejected or damaged shipments, on return.*

HEARING: April 18, 1961, at the Arkansas Commerce Commission, Justice Building, State Capitol, Little Rock, Ark., before Joint Board No. 229, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 123351, filed January 3, 1961. Applicant: **SPEEDWAY ENTERPRISES, INC.**, 1719 English Avenue, Indianapolis, Ind. Applicant's attorney: John G. Tinder, 129 East Market Street, Indianapolis 4, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Beer, in cases, bottles, cans, barrels, both full and empty; from Milwaukee, Wis., and St. Louis, Mo., to Indianapolis, Ind., and empty containers or other such incidental facilities, used in transporting the above-described commodities, on return.*

HEARING: May 10, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Examiner Reece Harrison.

No. MC 123353 (FURTHER AMENDMENT), filed January 6, 1961, published **FEDERAL REGISTER**, issue of February 1, 1961, and republished issue of February 15, 1961. Applicant: **STELLA TRUCKING, INC.**, MD 25, and McCall, Newburgh, N.Y. Applicant's representative: Charles N. Trayford, 220 East 42d Street, New York 17, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fresh bakery products, from the plant site of Stella D'Oro Biscuit Co., Inc., New York, N.Y., to Schenectady, Buffalo, Elmira, Kingston, Rochester, Syracuse, and Utica, N.Y.; Avoca, Darby, Easton, Harrisburg, and Pittsburgh, Pa.; Laurel, Md.; Old Bridge and Franklinville, N.J.; North Cambridge, Mass.; East Hartford, Conn.; Kennebunk, Maine; Providence, R.I.; Cincinnati, Cleveland and Youngstown, Ohio, and Detroit, Mich., and empty shipping cartons and returned or damaged bakery goods, on return.*

NOTE: Applicant states service is under a continuing contract with the Stella D'Oro Biscuit Co., Inc. This republication changes and redesignates seven destination points.

HEARING: Remains as assigned, March 10, 1961, at the U.S. Army Reserve Building, 30 West 44th Street, New York, N.Y., but is reassigned before Examiner Frank R. Saltzman.

No. MC 123369, filed January 16, 1961. Applicant: **LOUIS ALBERT**, doing business as **ALBERT CITY SERVICE**, U.S. Highway 6 and U.S. Highway 31, La Paz, Ind. Applicant's attorney: Ferdinand Born, 1017-19 Chamber of Commerce

Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Used tractors in secondary movements, by the truckaway method, and used trailers and semi-trailers, to be used as replacements for wrecked, damaged or disabled tractors, trailers or semi-trailers; (2) wrecked or disabled motor vehicles, including wrecked or disabled trailers and semi-trailers; and (3) motor vehicle parts, accessories, supplies, and materials, and incidental equipment, moving in wrecker equipment for use in connection with the repairing or reconditioning of damaged, disabled or wrecked motor vehicles, trailers and semi-trailers; between points in Illinois, Indiana, Michigan, and Ohio (except from points in Summit and Cuyahoga Counties, Ohio).*

HEARING: May 2, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 123394 (CORRECTION), filed January 25, 1961, published in **FEDERAL REGISTER**, issue February 15, 1961. Applicant: **RICHARD M. NEWMAN**, doing business as **NEWMAN'S REFRIGERATED SERVICE**, 123 11th Street, Plainwell, Mich. Applicant's attorney: L. F. RICHARDSON, Michigan National Tower, Lansing, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, packing-house products and commodities, used by packing-houses, as described in Appendix I, to the Report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 61 M.C.C. 766, (1) from Plainwell, Mich., and points within two (2) miles thereof, to points in Illinois, Indiana, Maryland, Massachusetts, New Jersey, New York, Ohio, Pennsylvania, and Wisconsin and in the District of Columbia, and (2) from Decatur, Mich., to points in the above named states, and the District of Columbia, and empty containers, rejected and returned shipments or other such incidental facilities (not specified), used in transporting the commodities specified above, on return.*

NOTE: The purpose of this republication is to include the words "in the above named states" as shown above, which was inadvertently omitted from previous publication.

HEARING: Remains as assigned, March 21, 1961, at the Federal Building, Room 215, Lansing, Mich., before Examiner Raymond V. Sar.

No. MC 123395, filed January 27, 1961. Applicant: **JOHN F. ISABELLA**, 73 Hudson Street, Providence, R.I. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such materials as are transported in dump trucks and can be unloaded by dumping, between points in Rhode Island on the one hand, and, on the other, points in Connecticut on and east of Connecticut Highway 8, those in Massachusetts on and east of Massachusetts Highway 12 extending from the Massachusetts-Connecticut State line to Worcester, Mass., and that part of Massachusetts on and south of Massachusetts Highway 9 extending from Worcester, Mass., to Boston, Mass., including Worcester and Boston, Mass.*

HEARING: April 21, 1961, in Room 308, Main Post Office Building, Providence, R.I., before Joint Board No. 134, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 123402, filed January 30, 1961. Applicant: **DOMENIC ANGELONE**, doing business as **ANGELONE'S TRUCKING**, 181 Elwyn Street, Cranston, R.I. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities, as are transported in dump trucks and can be unloaded by dumping; between points in Rhode Island, on the one hand, and, on the other, those in Connecticut on and east of Connecticut Highway 8, and those in Massachusetts east of a line beginning at the Connecticut-Massachusetts State line and extending along Massachusetts Highway 12 to Worcester, Mass., and those on and south of Massachusetts Highway 9 extending from Worcester to Boston, Mass., including Worcester and Boston, Mass.*

HEARING: April 21, 1961, in Room 308, Main Post Office Building, Providence, R.I., before Joint Board No. 134, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 123408, filed February 3, 1961. Applicant: **FOOD HAULERS, INC.**, 600 York Street, Elizabeth, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise, as is dealt in by wholesale, retail and chain grocery and food business houses, and in connection therewith, equipment, materials, and supplies used in the conduct of such business, (1) between the site of the warehouse of Wakefern Food Corporation, Elizabeth, N.J., on the one hand, and, on the other, Florida and Vails Gate, N.Y., New Haven, Bristol, Wilson, East Hartford, and Hartford, Conn., Bristol and Fairless Hill, Pa., Bellefonte, and Elsmere, Del.; (2) from New York, N.Y., to Elizabeth, N.J., and (3) from Philadelphia, Pa. to Elizabeth, N.J. Applicant states that application is restricted to a service under contract with Wakefern Food Corporation.*

HEARING: April 19, 1961, at 346 Broadway, New York, N.Y., before Examiner Harold P. Boss.

No. MC 123422, filed February 10, 1961. Applicant: **GABRIEL J. GIORDANO AND ANNE PAGOTTO** doing business as, **GIORDANO'S COAL HAULING COMPANY**, 510 George Street, Throop, Pa. Applicant's attorney: Sheldon Rosenberg, Miller Building, Scranton, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal, from points in Lackawanna, Luzerne, Wayne, Montour, Wyoming, Monroe, Carbon, Northampton, Schuylkill, Columbia, Lehigh, and Berks Counties, Pa., to points in Connecticut, Massachusetts, Vermont, New Hampshire, and Maine.*

HEARING: May 3, 1961, at 346 Broadway, New York, N.Y., before Examiner Gordon M. Callow.

No. MC 123431, filed February 13, 1961. Applicant: BOUND BROOK LEASING CO., North Vossler Avenue, Bound Brook, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Convention and exhibition displays*, unassembled, crated and uncrated, between New York, N.Y., on the one hand, and, on the other, points in the United States on and east of a line extending from Lake Superior along the western boundary of Wisconsin to the Mississippi River, and thence along the west bank of the Mississippi River to the Gulf of Mexico.

Note: Applicant states that the proposed operation will be restricted to a service under contract with the Displayers, Inc., and/or its subsidiaries.

HEARING: April 10, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Donald R. Sutherland.

MOTOR CARRIERS OF PASSENGERS

No. MC 22589 (Sub No. 11), filed January 27, 1961. Applicant: CAMPUS TRAVEL, INC., doing business as CAMPUS COACH LINES, 545 Fifth Avenue, New York 17, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in special operations; round-trip sightseeing or pleasure tours, from points in Nassau and Suffolk Counties, N.Y., to points in the United States, including Alaska, but excluding Hawaii.

HEARING: May 4, 1961, at 346 Broadway, New York, N.Y., before Examiner Gordon M. Callow.

No. MC 96007 (Sub No. 12), filed January 17, 1961. Applicant: KENNETH HUDSON, INC., doing business as HUDSON BUS LINES, 70 Union Street, Medford, Mass. Applicant's attorney: James H. Sullivan (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers* in special round-trip operations restricted to the transportation of passengers who at the time are traveling from the designated origin points to the designated destinations and return for the purpose of participating in games commonly referred to as beano or bingo games; beginning and ending in Boston, Chelsea, Everett, Lowell, Lawrence, Woburn, Saugus, Revere, and Winchester, Mass., and extending to Nashua, Hudson, Derry, Pelham, Manchester, Portsmouth, Exeter, and Salem, N.H., and Pawtucket and Central Falls, R.I.

HEARING: April 27, 1961, at the New Post Office and Court House Building, Boston, Mass., before Joint Board No. 190, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 107583 (Sub No. 13), filed February 10, 1961. Applicant: SALEM TRANSPORTATION CO., INC., doing business as ATLANTIC CITY TRIPS, 291 Broadway, Suite 504, New York 7, N.Y. Applicant's attorney: George H. Rosen, 291 Broadway, New York 7, N.Y.

Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in special operations, in non-scheduled door-to-door service, limited to the transportation of not more than eight passengers in any one vehicle, not including the driver thereof, and not including children under ten years of age who do not occupy a seat or seats, (1) between New York, N.Y., and Philadelphia, Pa., on the one hand, and, on the other, Atlantic City, N.J.; (2) between Atlantic City, N.J., on the one hand, and, on the other, Wilmington, Del., Baltimore, Md., and Washington, D.C.; and (3) between Fort Dix, McGuire Air Force Base, Wrightstown, N.J., and points in the Townships or New Hanover, North Hanover, Chesterfield, Bordentown, Mansfield, Springfield, and Pemberton, in Burlington County, N.J., on the one hand, and, on the other, Philadelphia International Airport, Philadelphia, Pa., Idlewild International Airport, Fort Hamilton, and Manhattan Beach Air Force Base, New York, N.Y.

Note: Applicant states this application merely seeks to enlarge the number of passengers transported in one motor vehicle to eight passengers besides the driver and children under ten years of age who do not occupy a seat or seats, and that no increase in territory or method of operation is sought. Applicant's stockholders are also stockholders of Central Stages, Inc., MC 105661, and Bell Transportation Co., Inc., MC 117547. Common control may be involved.

HEARING: May 2, 1961, at 346 Broadway, New York, N.Y., before Joint Board No. 42, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 112308 (Sub No. 1) (AMENDMENT), filed December 19, 1960, published in the FEDERAL REGISTER, issue of January 25, 1961. Applicant: POCONO SEDAN SERVICE, INC., 2 East 45th Street, New York 17, N.Y. Applicant's attorney: Robert E. Goldstein, 24 West 40th Street, New York 18, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, limited to the transportation of not more than 8 passengers in any one vehicle not including the driver thereof or children under 10 years of age who do not occupy a seat or seats, in special operations in non-scheduled door-to-door service; between New York, N.Y., and points in Monroe, Wayne, Carbon, Northampton, and Pike Counties, Pa.

Note: Applicant states it presently has authority to render similar service between New York, N.Y., and Monroe County, Pa., limited to 6 passengers in any one vehicle.

HEARING: April 18, 1961, at 346 Broadway, New York, N.Y., before Joint Board No. 42, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 123139 (Sub No. 1), filed December 7, 1960. Applicant: LAWRENCE A. RODERICK and CLYDE D. TURNER, a partnership, doing business as G.T.R. BUS LINES, 37 Blackiston Avenue, Cumberland, Md. Applicant's attorney: W.

Earle Cobey, First Federal Building, 141 Baltimore Street, Cumberland, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers; between Cumberland, Md., and Paw Paw, W. Va., from Cumberland over Maryland Highway 51 to the Maryland-West Virginia State line, thence over West Virginia Highway 9 to Paw Paw, W. Va., and return over the same route, serving the intermediate points of Evitts Creek, Dump Road, Goldens, North Branch, C & O Bridge, Spring Gap, Wolfes Store, Bibels Hill, Oldtown, Sunny Flat, Town Creek Rd., Town Creek, Picardy, and Spot, Md.

HEARING: April 19, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 113, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 123178 (CLARIFICATION), filed October 31, 1960, published in FEDERAL REGISTER, issue of December 7, 1960. Applicant: LAWRENCE C. JENSEN, doing business as JENSEN TRANSPORTATION, 155 South First Avenue, St. Helens, Ore. Applicant's attorney: Wm. P. Ellis, 1121 Equitable Building, Portland, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in special charter operations, between points in Columbia County, Ore., and points in Washington.

HEARING: May 17, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Joint Board No. 45, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 123306, filed December 14, 1960. Applicant: HARRY W. AIKENS, doing business as AIKENS AIRPORT LIMOUSINE SERVICE, Winchester, Va. Applicant's representative: C. F. Germelman, P.O. Box 81, Winchester, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers, which have had an immediately prior, or will have an immediately subsequent movement by aircraft, between points in Berkeley, Frederick, Jefferson, and Washington Counties, Md., Clarke, Fairfax, Fauquier, Frederick, Prince William, and Warren Counties, Va., on the one hand, and, Washington National Airport, Va., and the Dulles International Airport (now under construction) at or near Chantilly, Va., on the other hand, as follows: That area bounded by a beginning at Washington National Airport, Va., thence over various streets and highways, in the immediate vicinity, to U.S. Highway 29-211 at Rosslyn, Va., thence U.S. Highway 29-211 to junction Virginia Highway 7, thence via Virginia Highway 7 to junction U.S. Highway 15 at Leesburg, Va., thence U.S. Highway 15 to junction U.S. Highway 40 at Frederick, Md., thence U.S. Highway 40 to

junction U.S. Highway 11 at Hagerstown, Md., thence U.S. Highway 11 to Strasburg, Va., thence Virginia Highway 55 to junction Virginia Highway 17 near Delaplane, Va., thence Virginia Highway 17 to junction U.S. Highway 29-211 at Warrenton, Va., thence U.S. Highway 29-211 to junction U.S. Highway 50, thence via various streets and highways direct to Washington National Airport, Va.; including all points on the above named highways.

HEARING: April 18, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 63, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 99900 (Sub No. 1), filed January 4, 1961. Applicant: SIGOURNEY V. HURD, doing business as NILSSON TRANSFER CO., 1990 Canal Road, Stockton 4, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except high value articles, used household goods (as described by the Commission), Classes A and B explosives, and articles requiring highly specialized equipment, as more fully described in the application, *between points in California, as follows:* (1) Between San Francisco and Merced, from San Francisco over U.S. Highway 40 to junction U.S. Highway 99, thence over U.S. Highway 99 to Merced and return; with 5 mile lateral rights and all intermediate points; (2) between San Francisco and Dublin, from San Francisco over U.S. Highway 50 to Dublin and return; with 5 mile lateral rights; and all intermediate points; (3) between San Francisco and Dublin, from San Francisco over U.S. Highway 101 to junction unnumbered highway (San Mateo Bridge Road), thence over unnumbered highway (San Mateo Bridge Road) to junction U.S. Highway 50, thence over U.S. Highway 50 to Dublin and return; with 5 mile lateral rights; and all intermediate points; (4) between San Francisco and Dublin, from San Francisco over U.S. Highway 40 to junction California Highway 24, thence over California Highway 24 to junction California Highway 21, thence over California Highway 21 to Dublin, and return; with 5 mile lateral rights; and all intermediate points; (5) between Dublin and Merced, from Dublin over U.S. Highway 50 to junction California Highway 33, thence over California Highway 33 to junction California Highway 140, thence over California Highway 140 to Merced and return; with 5 mile lateral rights; and all intermediate points; (6) between Dublin and Modesto, from Dublin over U.S. Highway 50 to junction California Highway 33, thence over California Highway 33 to junction California Highway 132, thence over California Highway 132 to Modesto and return; with 5 mile lateral rights; and all intermediate points; (7) between Dublin and Escalon, from Dublin over U.S. Highway 50 to junction California Highway 120,

thence over California Highway 120 to Escalon and return; with 5 mile lateral rights; and all intermediate points; (8) between Dublin and Escalon, from Dublin over U.S. Highway 50 to junction unnumbered highway (Mariposa Road), thence over unnumbered highway (Mariposa Road) to Escalon and return; with 5 mile lateral rights; and all intermediate points; (9) between Escalon and Empire, from Escalon over unnumbered Highway (Sante Fe Road) to Riverbank, thence over unnumbered highway (Terminal Road) to junction unnumbered highway (Claus Road), thence over unnumbered highway (Claus Road) to Empire and return; with 5 mile lateral rights; and all intermediate points; (10) between Escalon and Modesto, from Escalon over unnumbered highway (McHenry Road) to Modesto and return; with 5 mile lateral rights; and all intermediate points; (11) between Escalon and Empire, from Escalon over California Highway 120 to junction unnumbered highway (Oakdale-Waterford Road), thence over unnumbered highway to junction California Highway 132, thence over California Highway 132 to Empire and return; with 5 mile lateral rights; and all intermediate points; (12) between Escalon and Modesto, from Escalon over unnumbered highway (Sante Fe Road) to junction unnumbered highway (Riverbank-Modesto Road), thence over unnumbered highway (Riverbank-Modesto Road) to junction unnumbered highway (McHenry Road), thence over unnumbered highway (McHenry Road) to Modesto and return; with 5 mile lateral rights; and all intermediate points; and (13) between Empire and Turlock, from Empire over unnumbered highway (Sante Fe Road) to junction unnumbered highway (Geer Road), thence over unnumbered highway (Geer Road) to Turlock and return; with 5 mile lateral rights; and all intermediate points. **SERVICE RESTRICTIONS:** (A) All incoming airfreight picked up at San Francisco Airports, as well as other airports on our system, is to be given same day delivery; i.e., picked up in the morning and delivered the same afternoon to the consignee. The same delivery schedule applies to all ground freight travelling in a south and/or south-easterly direction; (B) Outgoing airfreight picked up at points on our system will be delivered to the San Francisco Airport in time for same night departure of the various cargo and passenger planes; and (C) North and west-bound surface freight picked up on our return trips can not be afforded same day delivery due to time limitations. This will be afforded regular overnight service.

No. MC 109724 (Sub No. 2), filed February 20, 1961. Applicant: JOHN DEWAR, Route No. 5, Box 151, Waukesha, Wis. Applicant's attorney: John T. Porter, 708 First National Bank Building, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pig iron*, in dump vehicles, from the Chicago, Ill., Commercial Zone, as defined by the Commission, to the plant of Whitewater Manufacturing Company at Whitewater, Wis.

No. MC 123421 (REPUBLICATION AND CORRECTION), filed February 7, 1961, published *FEDERAL REGISTER* issue of February 23, 1961. Applicant: GLENDYL W. STONE, doing business as STONE TRUCKING COMPANY, Box 206, Dale, Ind. Applicant's attorney: Harry J. Harman, 1110-1112 Fidelity Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay products*, from Cannelton, Ind., to points in Illinois, Indiana, and Kentucky, and *empty containers or other such incidental facilities* (not specified) used in transporting clay products, on return.

NOTE: The purpose of this republication is to clarify the issues involved. The subject application is filed in accordance with the provisions contained in an order of the Commission, dated August 26, 1960, entered in the proceeding MC 109723 (Sub No. 7), a conversion proceeding instituted under section 212(c) of the Act. The filing of the instant application reflects applicant's election of an option to convert its Permit MC 109723 (Sub No. 6), not embraced in the previously referred to conversion proceeding, to common carrier authority. If the authority sought in this application is granted, applicant is willing that the corresponding permit be cancelled. The "Note" appended to the previous publication is superseded in its entirety.

APPLICATION FOR BROKERAGE LICENSE

MOTOR CARRIER OF PASSENGERS

No. MC 12741, filed October 7, 1960. Applicant: HOLIDAY TOURS, INC., 1304 Bassett Tower, El Paso, Tex. Applicant's attorney: Frank Owen III, Suite 1304 Bassett Tower, El Paso, Tex. For a license as a *broker* (BMC 5) at El Paso, Texas, in arranging for transportation in interstate or foreign commerce, by motor vehicle, of *individual passengers or groups of passengers*, and their *baggage*, in all-expense, fully pre-planned package tours (for pleasure and entertainment purposes) beginning and ending at El Paso, Texas, and extending to points in the United States, excluding Alaska and Hawaii.

NOTE: Applicant states the above-described tours shall be to scenic, historical and cultural areas of the United States, primarily the Southwestern States.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carrier of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F 7078. (RYDER SYSTEM, INC.—CONTROL—SOUTHERN PLAZA EXPRESS, INC.), notices published in the January 14, 1959, and September 21, 1960 issues of the *FEDERAL REGISTER* on pages 342-343, and 9081, respectively. Petition filed February 16, 1961, seeking, among other things, reopening of the proceeding, amendment of the application, and modification of the findings of the report and order of October 25, 1960.

by Division 4, to authorize the acquisition of control of SOUTHERN PLAZA EXPRESS, INC., through direct stock ownership by RYDER SYSTEM, INC., through the merger of the properties of COLUMBIA TERMINALS COMPANY, a non-carrier, into RYDER SYSTEM, INC., for ownership, management, and operation.

No. MC-F 7701. (MISTLETOE EXPRESS—PURCHASE—CENTRAL NEWS EXPRESS, INC.), published in the November 9, 1960, issue of the FEDERAL REGISTER, on page 10726. Supplemental application filed February 16, 1961, by THE OKLAHOMA PUBLISHING COMPANY, 500 North Broadway, Oklahoma City 1, Okla., as an additional party in control of MISTLETOE EXPRESS SERVICE.

No. MC-F 7794. Authority sought for purchase by HOWELL'S MOTOR FREIGHT, INCORPORATED, 2210 Winston Avenue, SW., Roanoke, Va., of a portion of the operating rights and certain property of RICE TRANSFER AND STORAGE, INC., 117 Lancaster Avenue, Rock Hill, S.C., and for acquisition by C. E. NORRIS, 2210 Winston Avenue, SW., Roanoke, Va., of control of such rights and property through the purchase. Applicants' attorney: R. R. Rush, 511 Boxley Building, Roanoke, Va. Operating rights sought to be transferred: *Such merchandise as is dealt in by wholesale, retail and chain grocery and food business houses, and in connection therewith, equipment, materials and supplies used in the conduct of such business, as a common carrier over regular routes from Charlotte, N.C., to Rock Hill, S.C., serving no intermediate points; fertilizer, over irregular routes from Charlotte, N.C., to Rock Hill, S.C., and points within 20 miles thereof; meat and packing house products, from Charlotte, N.C., and Rock Hill, S.C., to Pineville, N.C., Rock Hill, S.C., points in Anson and Union Counties, N.C., and those in South Carolina within 70 miles of Rock Hill, S.C.; Meats, meat products, and meat byproducts and dairy products as described in Sections A and B of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, from Charlotte, N.C., and Rock Hill, S.C., to certain specified points in North Carolina; and damaged shipments of the commodities described immediately above, from the destination points described immediately above to Charlotte, N.C., and Rock Hill, S.C.; meats, meat products, and meat byproducts and articles distributed by meat-packing houses as described in Sections A and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, restricted to the distribution of pool-car shipments from Columbia, S.C., to points in South Carolina; meats, meat products and meat byproducts and articles distributed by meat-packinghouses, as described above, from Charlotte N.C., and Rock Hill, S.C., to certain points in North Carolina, restricted to the distribution of pool-car shipments; and damaged shipments of the commodities described immediately above, from points in the immediately above-described destination territory to Charlotte, N.C., and Rock Hill, S.C. Ven-*

dee is authorized to operate as a *common carrier* in Virginia, North Carolina, South Carolina, and Tennessee. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7795. Authority sought for purchase by THE ROYAL TRANSPORTATION COMPANY, P.O. Box 162, Bedford, Pa., of the operating rights of P. & M. TRUCKING CO., INC. (PAUL R. KLEINBERG, RECEIVER), 1180 Raymond Boulevard, Newark, N.J., and for acquisition by H. B. WEST, R.D. No. 1, Everett, Pa., of control of such rights through the purchase. Applicants' attorneys: H. Charles Ephraim, 1001 15th Street NW., Washington 5, D.C., and Paul R. Kleinberg, 1180 Raymond Boulevard, Newark 2, N.J. Operating rights sought to be transferred: *General commodities, excepting, among other, household goods and commodities in bulk, as a common carrier over irregular routes, between points in Bergen, Essex, Hudson, Middlesex, Morris, Passaic, and Union Counties, N.J., on the one hand; and, on the other, New York, N.Y. Vendee is authorized to operate as a common carrier in Maryland, Ohio, Pennsylvania, Virginia, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).*

No. MC-F 7798. Authority sought for purchase by BURNSIDE MOTOR FREIGHT LINES, INC., 1121 North Main Street, Urbana, Ohio, of the operating rights of R. L. CRAIG (HENRY W. HOUSTON, ADMINISTRATOR), 212 Miami Street, Urbana, Ohio, and for acquisition by CHARLES M. BURNSIDE, 1121 North Main Street, Urbana, Ohio, of control of such rights through the purchase. Applicants' attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Operating rights sought to be transferred: *Household goods, as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, as a common carrier over irregular routes between points in Champaign County, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, Kentucky, Michigan, Pennsylvania, West Virginia, and Missouri; livestock, from points in Clark, Champaign, Crawford, Darke, Franklin, Logan, Miami, Madison, Marion, Shelby and Union Counties, Ohio, on the one hand, and, on the other, Chicago, Ill., Fort Wayne, Indianapolis, and Winchester, Ind., Brownsville, Cochranton, Ligonier, and Pittsburgh, Pa., and Clarksburg, Parkersburg, and Wheeling, W. Va.; livestock, other than ordinary livestock, and, in connection therewith, personal effects of attendants, and supplies and equipment, including mascots, used in the care and/or exhibition of such animals, between points in Ohio, Illinois, Indiana, Kentucky, Michigan, Pennsylvania, Tennessee, and West Virginia, traversing Wisconsin for operating convenience only; egg cases and egg case fillers from Urbana, Ohio, to points in Indiana; amusement-ride outfits, carnival equipment, and such equipment and supplies as are used in the operation of fair concessions and tent shows, between points in Indiana, Michigan, and Ohio; horses (other than ordinary livestock), and equipment, and paraphernalia incidental to the care, transporta-*

tion, and exhibition of such horses between points and places in Ohio, Illinois, Indiana, Kentucky, Michigan, Pennsylvania, Tennessee, West Virginia, North Carolina, and New York traversing Maryland, New Jersey, Virginia, and the District of Columbia, for operating convenience only. Vendee is authorized to operate as a *common carrier* in Ohio, Illinois, and Indiana. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7799. Authority sought for purchase by OLD COLONY TRANSPORTATION CO., INC., 56 Prospect Street, New Bedford, Mass., of the operating rights and property of THE WINWARD TRUCKING COMPANY, INC., a corporation, doing business as MIL-TEX TRANSIT COMPANY, Jesse Street, Fall River, Mass., and for acquisition by GEORGE VIGEANT, 207 Mt. Pleasant Street, New Bedford, Mass., of control of such rights and property through the purchase. Applicants' attorneys: Francis E. Barrett, Jr., Professional Building, 25 Bryant Avenue, East Milton 86 (Boston), Mass., James T. Waldron, 57 North Main Street, Fall River, Mass., and Patrick H. Harrington, Jr., 56 Main Street, Fall River, Mass. Operating rights sought to be transferred: *Textiles and textile supplies, machinery, and equipment used or useful in the manufacture and distribution of textile products and the maintenance of textile mills, as a common carrier over irregular routes between North Adams, Mass., points in Rhode Island, and certain points in Connecticut and Massachusetts. Vendee is authorized to operate as a common carrier in Massachusetts, Rhode Island, New York, New Jersey, and Connecticut. Application has been filed for temporary authority under section 210a(b).*

No. MC-F 7800. Authority sought for control and merger by HUBER & HUBER MOTOR EXPRESS, INC., 970 South Eighth Street, Louisville, Ky., of the operating rights and property of THE C. & D. MOTOR DELIVERY COMPANY, 1214 Central Parkway, Cincinnati 10, Ohio. Applicants' attorneys: J. G. Dail, Jr., Turney, Major, Markham & Sherfy, 2001 Massachusetts Avenue NW., Washington 6, D.C., and Stanley B. Mayer, Mayer, Cooper & Kiel, Kentucky Home Life Building, Louisville, Ky. Operating rights sought to be controlled and merged: *General commodities, excepting, among others, household goods, but not excepting commodities in bulk, as a common carrier over regular routes between Cincinnati, Ohio, and Dayton, Ohio, serving all intermediate and certain off-route points; between Cincinnati, Ohio, and junction U.S. Highways 50 and 31 (in Indiana), between Dillsboro, Ind., and Jeffersonville, Ind., serving no intermediate points; general commodities, excepting, among others, household goods and commodities in bulk, between Cincinnati, Ohio, and Louisville, Ky., serving certain intermediate and off-route points, between Cincinnati, Ohio, and Lexington, Ky., serving certain intermediate and off-route points, between Louisville, Ky., and Indianapolis, Ind., between Indianapolis, Ind., and Cincinnati, Ohio,*

between Dunreith, Ind., and Greensburg, Ind., serving all intermediate points, between Springfield, Ohio, and Dayton, Ohio, serving the intermediate point of Zimmerman, Ohio, and those between Zimmerman and Dayton, restricted against the transportation of property, the entire movement of which is between any of these points; and all other intermediate points without restriction, between Franklin, Ind., and Rushville, Ind., between Connersville, Ind., and Richmond, Ind., between Greensburg, Ind., and New Albany, Ind., between North Vernon, Ind., and Medora, Ind., between Brownstown, Ind., and Freetown, Ind., serving all intermediate points on the above-specified routes, between Columbus and Dayton, Ohio, and Indianapolis, Ind., serving all intermediate points, between Columbus, Ohio, and Dayton, Ohio, between West Jefferson, Ohio, and Summerford, Ohio, serving certain intermediate and off-route points. *General commodities*, except dangerous explosives between Cincinnati, Ohio, and Huntington, W. Va., between Maysville, Ky., and Aberdeen, Ohio, serving all intermediate and certain off-route points. **RESTRICTION:** Service authorized at Aberdeen, Ohio, Maysville, Ky., and the off-route points within five miles of Maysville is restricted to the transportation of *general commodities*, except dangerous explosives, household goods, and commodities in bulk, moving to or from points east of Aberdeen; *general commodities*, excepting, among others, dangerous explosives, commodities in bulk, but not excepting household goods, between Ashland, Ky., and Charleston, W. Va., serving all intermediate points and certain off-route points, between Ashland, Ky., and Greenup, Ky., serving certain intermediate points, between Ironton, Ohio, and Russell, Ky.; *general commodities*, excepting, among others, household goods and commodities in bulk, between Huntington, W. Va., and Parkersburg, W. Va., serving the off-route point of Racine, Ohio, between Huntington, W. Va., and Beckley, W. Va., serving certain specified off-route points, between Charleston, W. Va., and Parkersburg, W. Va., serving all intermediate points on the above-specified routes; *general commodities*, except loose bulk commodities, livestock, explosives (other than small arms ammunition), currency, bullion, jewelry, articles of virtu, corpses, and commodities requiring special equipment, between Louisville, Ky., and Monterey, Tenn., serving the intermediate point of Cookeville, Tenn., and those between Celina and Livingston, Tenn., without restriction; the intermediate point of Livingston, Tenn., the terminal of Monterey, Tenn., points between Cookeville and Monterey, Tenn. (except Cookeville), and those between Cookeville and Livingston, Tenn., restricted to delivery of traffic moving from Louisville, Ky., and pick-up of traffic moving to Louisville and Glasgow, Ky., and intermediate points north of Glasgow, Ky., between Louisville, Ky., and Carthage, Tenn., with the same restrictions listed directly above; *general com-*

modities, excepting among others, commodities in bulk and household goods, between Louisville, Ky., and Chattanooga, Tenn., serving no intermediate points, but serving certain off-route points, between Tompkinsville, Ky., and Nashville, Tenn., serving the intermediate point of Gamaliel, Ky., and the off-route point of Flippin, Ky., between Tompkinsville, Ky., and Louisville, Ky., serving certain intermediate and off-route points unrestricted, and the intermediate point of Glasgow, Ky., restricted to traffic moving from Glasgow, Ky., to the points authorized to be served south of Glasgow, Ky., between Terre Haute, Ind., and St. Louis, Mo., serving the intermediate point of East St. Louis, Ill., and the off-route point of Belleville, Ill., between Terre Haute, Ind., and Indianapolis, Ind., serving no intermediate points, between Terre Haute, Ind., and Peoria, Ill., serving certain intermediate points, and serving certain intermediate and off-route points in connection with carrier's authorized regular route operations. *General commodities*, excepting, among others, household goods but not excepting commodities in bulk, over irregular routes between Cincinnati, Ohio, on the one hand, and, on the other, points in Ohio; *general commodities*, excepting, among others, household goods and commodities in bulk, between Cincinnati, Ohio, and points within 10 miles of Cincinnati, on the one hand, and, on the other, points in Kentucky; *canned goods*, between St. Louis, Mo., Louisville, Ky., Cincinnati, Ohio, points in Illinois and points in Indiana; *wallpaper*, from Coal City and Joliet, Ill., to Terre Haute, Ind., serving several alternate routes for operating convenience only. HUBER & HUBER MOTOR EXPRESS, INC., is authorized to operate as a common carrier in Georgia, Illinois, Indiana, Kentucky, and Tennessee. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7801. Authority sought for control and merger by UNIVERSITY OVERLAND EXPRESS, INC., Front and Pennell Streets, Chester, Pa., of the operating rights and property of NU-CAR CARRIERS, INC., Front and Pennell Streets, Chester, Pa., and for acquisition by LESTER J. LISHON, SR., EMMA E. LISHON, MINTZ, LEVEN & COHN, DEXTER LISHON AND PHYLLIS L. BURLEY, TRUSTEES under separate trusts for L. J. LISHON, JR., PHYLLIS L. BURLEY, DEXTER LISHON, PAULINA L. COWEN, and EMMA E. LISHON, all of 50 Federal Street, Boston, Mass., of control of such rights and property through the transaction. Applicants' attorney: Harry C. Ames, Jr., 529 Transportation Building, Washington 6, D.C. Operating rights sought to be controlled and merged: *New automobiles*, in initial movements, in truckaway service, during the season of closed navigation on the Great Lakes, as a common carrier over regular routes from Detroit, Mich., to Buffalo, N.Y., serving no intermediate points; *new buses and bus chassis*, restricted to initial movements, in driveaway service, over irregular routes from Philadelphia, Pa., to points in the United States; *rejected shipments* of the above-

specified commodities from points in the United States to Philadelphia, Pa.; *new automobiles, new trucks, new bodies, new cabs and new chassis* restricted to initial movements, in truckaway service, and *new automobiles, new trucks, new cabs and new chassis*, restricted to initial movements, in driveaway service, from points in Raritan Township, Middlesex County, N.J., to points in Alabama, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, and West Virginia; *rejected shipments* of the above-specified commodities from the above-specified destination points to the above-designated origin points; *buses, bus chassis, and parts thereof*, when transported with buses and bus chassis in initial movements, in driveaway service from points of manufacture and assembly in Nashville, Tenn., and points within ten miles thereof, to points in the United States; *rejected, damaged, or defective vehicles* from points in the United States to points of manufacture and assembly in Nashville, Tenn., and points within ten miles thereof; *new automobiles, new chassis, and new commercial motor vehicles*, restricted to initial movements, in driveaway service, from Norfolk, Va., to points in Alabama, Delaware, Florida, Georgia, Kentucky, Maryland, New Jersey, North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia; *rejected shipments* of the above-specified commodities from the above-specified destination points to Norfolk, Va.; *new automobiles*, restricted to secondary movements, during the season of open navigation on the Great Lakes, in truckaway service, from Buffalo, N.Y., to points in Albany, Columbia, Dutchess, Fulton, Green, Montgomery, Otsego, Rensselaer, Saratoga, Schenectady, Schoharie, Ulster, Warren, and Washington Counties, N.Y., and Bennington, Rutland, and Windsor Counties, Vt.; *new automobiles, and new trucks*, in initial and secondary movements, in driveaway and truckaway service, from Detroit, Mich., Toledo, Ohio, Buffalo, N.Y., and West Springfield, Pa., to points in Berks, Bucks, Carbon, Chester, Columbia, Cumberland, Delaware, Dauphin, Lackawanna, Lancaster, Lebanon, Lehigh, Luzerne, Monroe, Montgomery, Montour, Northampton, Northumberland, Philadelphia, Schuylkill, and York Counties, Pa., and those in New Jersey within 15 miles of Newark, from Buffalo, N.Y., and Toledo, Ohio, to New York, N.Y., and Washington, D.C.; *new automobiles, new trucks, and new chassis*, restricted to initial movements, in truckaway service, from points of manufacture and assembly in Norfolk, Va., to Washington, D.C., Chevy Chase, Md., and points in North Carolina, South Carolina, and Virginia; *new automobiles, new trucks, new bodies, new cabs, and new chassis*, restricted to initial movements, in driveaway service, from points of manufacture and assembly in Alexandria, Va., to points in Virginia, Maryland, West Virginia, Pennsylvania, and the District of Columbia, from points of manufacture and assembly in Chester,

Pa., to points in Virginia, Maryland, West Virginia, Pennsylvania, and the District of Columbia; *automobiles, trucks, bodies, cabs, and chassis*, new, used, unfinished and/or wrecked, restricted to secondary movements, in driveway service, between all points as described immediately above; *new automobiles, new trucks, new bodies, new cabs, and new chassis*, restricted to initial movements, in truckaway service, from points of manufacture and assembly in Alexandria, Va., to points in Virginia, Maryland, West Virginia, Pennsylvania, New York, and the District of Columbia, from points of manufacture and assembly in Chester, Pa., to points in Virginia, Maryland, West Virginia, New Jersey, Delaware, Pennsylvania, New York and the District of Columbia; *automobiles, trucks, bodies, cabs, and chassis*, new, used, unfinished, and/or wrecked, restricted to secondary movements, in truckaway service, between all points as described above; *automobiles, trucks, bodies, cabs, chassis, and unfinished automobiles*, restricted to initial movements, in driveway service, from Chester, Pa., and Alexandria, Va., to points in New Jersey, New York, Delaware, Ohio, Florida, North Carolina, South Carolina, Georgia, and Connecticut; *the commodities*, specified above, restricted to initial movements, in truckaway service from Chester, Pa., and Alexandria, Va., to points in Ohio, Florida, North Carolina, South Carolina, Georgia, and Connecticut; *the commodities* specified above, restricted to secondary movements in traffic originating at points other than those in Michigan and Indiana, in driveway or truckaway service, between all points named or specified above; *automobiles, trucks, bodies, cabs, and chassis*, new, used, unfinished, or wrecked, restricted to secondary movements, in driveway service, between points in Virginia, Maryland, West Virginia, Pennsylvania, and the District of Columbia, on the one hand, and, on the other, points in New Jersey, New York, Delaware, Ohio, Florida, North Carolina, South Carolina, Georgia, and Connecticut; *automobiles, trucks, bodies, cabs, and chassis*, new, used, unfinished, or wrecked, restricted to secondary movements, in truckaway service, between points in Virginia, Maryland, West Virginia, Pennsylvania, and the District of Columbia, on the one hand, and, on the other, points in Ohio, Florida, North Carolina, South Carolina, Georgia, and Connecticut. **RESTRICTION:** The transportation service authorized above is restricted to shipments originating at points other than those in Indiana and Michigan or at Toledo, Ohio; *trucks, tractors, and chassis, truck bodies, cabs, and parts and accessories* for, and moving in the same shipment with the vehicles to be transported, in initial movements, in driveway service, from Exton, Pa., to points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee,

see, Virginia, Vermont, West Virginia, and Wisconsin; *rejected and damaged shipments* of the above-specified commodities from points in the destination territory described above to Exton, Pa.; *farm tractors, and farm tractor parts, accessories, and equipment*, restricted to initial movements, in truckaway service, from Chester and Philadelphia, Pa., to points in Virginia, Maryland, West Virginia, New Jersey, Delaware, Pennsylvania, New York, and the District of Columbia; *farm tractors and farm tractor parts, accessories, and equipment*, restricted to secondary movements, in truckaway service, between points in the territory described above; *tank trailers*, in initial movements, in driveway and truckaway service, and *tractors*, in secondary movements, in driveway service, from Norfolk, Va., to points in the United States, from Rocky Mount, N.C., to points in the United States; *new automobiles, new chassis, and new trucks*, in initial movements by the truckaway methods from Norfolk, Va., to points in Alabama, Kentucky, and Tennessee; *truck, tractors, and chassis*, in initial movements, in movements, in truckaway service, and *cabs and parts and accessories* for, and moving in the same shipment with, the vehicles to be transported, from the plant of the Auto Car Division of the White Motor Co., at or near Exton, Pa., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia; *new automobiles*, in initial movements, in truckaway and driveway service from Metuchen, N.J., to points in Illinois, Indiana, and Michigan. **UNIVERSITY OVERLAND EXPRESS, INC.**, is authorized to operate as a *common carrier* in Massachusetts, Connecticut, Maine, New Hampshire, Rhode Island, Vermont, New Jersey, New York, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, West Virginia, Tennessee, Ohio, Alabama, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Michigan, Mississippi, Wisconsin, Missouri, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 61-1759; Filed, Feb. 28, 1961;
8:48 a.m.]

[Notice 455]

MOTOR CARRIER TRANSFER PROCEEDINGS

FEBRUARY 24, 1961.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested per-

son may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to § 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 63846. By order of February 21, 1961, the Transfer Board approved the transfer to M. Haskell, Ind., Palmer, Mass., of Permit Nos. MC 1351, MC 1351 Sub 1, MC 1351 Sub 2, MC 1351 Sub 3, MC 1351 Sub 4, MC 1351 Sub 7 and MC 1351 Sub 8, issued March 7, 1942, March 7, 1942, April 22, 1942, June 14, 1944, October 31, 1944, February 27, 1959, and March 25, 1960, respectively, to Morris Haskell, doing business as M. Haskell, Palmer, Mass., authorizing the transportation of: Paper board, from Bogota, N.J., to points in Connecticut, Rhode Island, and Massachusetts, as specified, from Newburgh, N.Y., to points in Connecticut, Rhode Island, and Massachusetts, from Versailles and Montville, Conn., to points in New Hampshire, New York and New Jersey as specified, from Ridgefield and Ridgefield Park, N.J., to Springfield, Mass., and from Rossman, N.Y., to points in Connecticut, Massachusetts, and Rhode Island; paperboard or pulpboard, from Ridgefield and Ridgefield Park, N.J., to Chichester, Mass.; paper skids and empty paper cores, from points in Connecticut, Massachusetts, and Rhode Island, to Bogota, N.J., and Newburgh, N.Y., from points in New Hampshire, Massachusetts, New Jersey, New York, and Rhode Island, as specified, to Montville and Versailles, Conn., from points in New York, New Jersey, Connecticut, and Rhode Island as specified, to Palmer and Thorndike, Mass., and from points in Massachusetts, Connecticut and Rhode Island, to Rossman, N.Y., paper products, from Jewett City, Conn., to Boston, Mass., and Brooklyn, N.Y., and pallets, pallets parts, skids, and paper cores, and empty containers used in transporting the above commodities, from Boston, Mass., and Brooklyn, N.Y., to Jewett City, Conn.; paper, waste paper, and paper products, between Palmer and Thorndike, Mass., and Versailles and Montville, Conn., on the one hand, and on the other, points in New York, New Jersey and Rhode Island as specified; waste paper, from points in Massachusetts, Connecticut, and Rhode Island to Rossman, N.Y.; paper boxes, from Palmer, Mass., to points in New Jersey and New York as specified; egg cartons, from Palmer, Mass., to Lakewood, N.J., and points in New Jersey as specified; and refused, damaged, or defective cartons, from Lakewood, N.J., and Points in New Jersey within 15 miles thereof, to Palmer, Mass. Reubin Kaminsky, 410 Asylum Street, Hartford, Conn., attorney for applicants.

No. MC-FC 63910. By order of February 21, 1961, the Transfer Board approved the transfer to Taylor Trucking Co., Inc., Philadelphia, Pa., of Certificate No. MC 79147, issued March 18, 1960, to Samuel M. Taylor, doing business as

Taylor Trucking Co., Philadelphia, Pa., authorizing the transportation, over irregular routes, of such commodities as are dealt in by auction houses, from Philadelphia, Pa., to New York, N.Y., and from points in New Jersey, Delaware, and Maryland, to Philadelphia, Pa., electric fixtures and supplies, from New York, N.Y., to Philadelphia, Pa., and from Philadelphia, Pa., to points in New Jersey, equipment, materials and supplies used in connection with dog-shows, not including animals, between points in New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, Connecticut, and Massachusetts, and teletype machines and equipment, between Philadelphia, Pa., on the one hand, and, on the other, New York, N.Y., and points in New Jersey, Maryland, and Delaware, and glassware, from New York, N.Y., to Philadelphia, Pa. I. Finkelstein, 740 Six Penn Center Plaza, Northwest Corner 17th and Market Streets, Philadelphia, Pa., attorney for applicants.

No. MC-FC 63941. By order of February 21, 1961, the Transfer Board approved the transfer to The Blue Ribbon Transportation Co., Inc., Pawtucket, R.I., of Certificate in No. MC 39128, issued September 27, 1956, to Sydney S. Jordan, doing business as Robertsons Overland Express, East Providence, R.I., authorizing the transportation of: Packing house products, from Providence, R.I., to points in Rhode Island; cardboard boxes, from East Providence, R.I., to New Bedford, Mass.; and meats, meat products, and meat byproducts from Providence, R.I., to North Attleboro, Plainville, and Rehoboth, Mass. Joseph A. Kline, Counsel for Transferee, 185 Devonshire St., Boston 10, Mass. Edward Bromage, Jr., Counsel for Transferor, 1013 Turk Head Building, Providence 3, R.I.

No. MC-FC 63949. By order of February 21, 1961, the Transfer Board approved the transfer to Albert A. J. Smith, doing business as Eagle Bus Line, East Brewton, Ala., of Certificate in No. MC 118896, issued September 1, 1960, to Henry C. Daughtrey, doing business as Daughtrey Bus Line, East Brewton, Ala., authorizing the transportation of: Passengers and their baggage between East Brewton, Ala., and the Chemstrand plant site, near Gonzales, Fla., serving all intermediate points between East Brewton, Ala., and Henley Bridge, Ala., including service at Henley Bridge, Ala. J. Douglas Harris, 413-414 Bell Building, Montgomery, Ala., attorney for applicants.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 61-1760; Filed Feb. 28, 1961;
8:48 a.m.]

ORGANIZATION OF DIVISIONS AND BOARDS AND ASSIGNMENT OF WORK

Miscellaneous Amendments

At a general session of the Interstate Commerce Commission, held at its office in Washington, D.C., on the 20th day of February A.D. 1961.

Section 17 of the Interstate Commerce Act, as amended (49 U.S.C. 17), and other provisions of the law being under consideration, with a view to providing for the elimination from the assignment of work to Division Two of initial jurisdiction over certain classes of applications which have not involved the taking of testimony at a public hearing, concurrent with the creation of a Special Permission Board and a Released Rates Board, and assignment of such applications to said Boards; and providing further for the designation of Division Two as an appellate division to consider applications for reconsideration of any decisions, orders, or requirements of the Special Permission Board or the Released Rates Board, the decisions of said Appellate Division to be administratively final and not subject to review by the Commission;

It is ordered, That the Organization Minutes of the Interstate Commerce Commission relating to the Organization of Divisions and Boards and Assignment of Work, issue of January 1, 1959, as amended (24 F.R. 2506, 4070, 5667, 9230, 25 F.R. 96, 3608, and 26 F.R. 241, 861), be, and it is hereby, further amended in the following particulars:

1. Under the heading Assignment of Duties to Divisions, in Item 4.3. Division Two—Rates, Tariffs, and Valuation Division, delete paragraphs (c) and (i), and substitute in lieu thereof the following paragraphs:

(c) Section 6, except paragraphs (11) and (12), relating to schedules of carriers under Part I, sections 217 and 218 relating to tariffs of common carriers and schedules of contract carriers under Part II, section 306 relating to tariffs of common carriers and schedules of contract carriers under Part III, and section 405 relating to tariffs of freight forwarders under Part IV—including, among other matters, the promulgation or prescription of forms, specifications, rules, or regulations to effectuate such provisions of law, as well as applications or petitions involving the construction, interpretation or application of such forms, specifications, rules, or regulations, except matters arising under sections 6(3), 217(c), 218(a), 306(d), 306(e), and 405(d), assigned to and determined by the Special Permission Board pursuant to Item 7.9 unless certified to the Division by the Special Permission Board or recalled by the Division.

(i) Section 20(11) of Part I, section 219 of Part II and section 413 of Part IV so far as relating to the authorization of released rates and ratings except matters assigned to and determined by the Released Rates Board pursuant to Item 7.10 unless certified to the Division by the Released Rates Board or recalled by the Division.

2. Under the heading Assignment of Duties to Individual Commissioners in Item 6.10, the Commissioner through whom the Bureau of Traffic reports, delete paragraphs (a) and (b).

3. Under the heading of Assignments to Boards add the following items to be designated 7.9 and 7.10.

7.9 *Special Permission Board.* Special permissions or other permissible waivers of rules regarding schedules of rates, etc. under sections 6(3), 217(c), 218(a), 306(d), 306(e), and 405(d), including authorization for the cancellation of suspended tariffs or schedules, which have not involved the taking of testimony at a public hearing or the submission of evidence by opposing parties in the form of affidavits. The Board may certify to Division Two any matter which, in the Board's judgment, should be passed upon by that division, and Division Two may recall any matter from the Special Permission Board.

7.10 *Released Rates Board.* Section 20(11) of Part I, section 219 of Part II and section 413 of Part IV, so far as relating to applications for authorization to establish released rates and ratings which have not involved the taking of testimony at a public hearing or the submission of evidence by opposing parties in the form of affidavits. The Board may certify to Division Two any matter which, in the Board's judgment, should be passed upon by that division, and Division Two may recall any matter from the Released Rates Board.

4. Under the heading rehearing and further proceedings, delete Item 8.4 and substitute in lieu thereof the following:

8.4 Division Two is hereby designated as an appellate division to which applications or petitions for reconsideration or review of any order, action, or requirement of the Fourth Section Board under Item 7.2, the Board of Suspension under Item 7.3, the Special Permission Board under Item 7.9 or the Released Rates Board under Item 7.10 shall be assigned or referred for consideration and action. When so acting, it shall have all authority which the Board is authorized to exercise. Decisions or orders of the appellate division shall be administratively final and not subject to review by the Commission.

5. In Item 9.12 relating to the Bureau of Traffic, delete paragraph (e) and substitute in lieu thereof the following:

(e) Released Rates Board—Chairman of the Board, and add the following:
(f) Special Permission Board—Chairman of the Board.

It is further ordered, That the foregoing amendments shall become effective March 1, 1961.

By the Commission.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 61-1761; Filed, Feb. 28, 1961;
8:48 a.m.]

ORGANIZATION OF DIVISIONS AND BOARDS AND ASSIGNMENT OF WORK

Miscellaneous Amendments

At a general session of the Interstate Commerce Commission, held at its office in Washington, D.C., on the 20th day of February A.D. 1961.

Section 17 of the Interstate Commerce Act, as amended (49 U.S.C. 17), and other provisions of the law being under consideration, with a view to amending the present authority of the Board of Suspension to enter orders discontinuing proceedings when schedules have been cancelled or withdrawn, to include authority to discontinue proceedings instituted by Division 2 or Appellate Division 2, where the schedules under investigation have likewise been cancelled or withdrawn;

It is ordered, That the Organization Minutes of the Interstate Commerce Commission relating to the Organization of Divisions and Boards and Assignment of Work, issued January 1, 1959, as amended, (24 F.R. 2506, 4070, 5667, 9230, and 25 F.R. 96, 3608, and 26 F.R. 241, 861) be, and it is hereby, further amended in the following respects:

1. Under the heading Assignment of Duties to Division, in Item 4.3, Division Two—Rates, Tariffs and Valuation Division, delete paragraph (e) and substitute in lieu thereof the following paragraph:

(e) Sections 15(7), 216(g), 218(c), 307(g), and (i), and 406(e), relating to the disposition (1) by declining to suspend or (2) by entering an order of investigation or (3) by entering an order of investigation and suspension, either on its own motion or on petitions or requests for suspension of schedules and tariffs, and relating to authority to institute investigations into rates, fares, charges, and practices of carriers under Parts I, II, III, and IV, as ancillary to such investigations or such investigation and suspension proceedings: (1) when there are petitions or requests for suspension of proposed general increases in rates, fares, or charges for application throughout a rate territory or region, or of wider scope, or (2) when there are involved petitions for suspension of schedules or tariffs filed in purported compliance with any decision, order, or requirement of the Commission or a Division thereof, or (3) when such matter is certified to the Division by the Board of Suspension or recalled by the Division.

2. Under the heading Assignment to Boards delete Item 7.3 *Board of Suspension* and substitute in lieu thereof the following paragraph:

7.3 *Board of Suspension.* Section 15(7), 216(g), 218(c), 307(g), and (i), and 406(e), relating to the initial disposition (1) by declining to suspend or (2) by entering an order of investigation or (3) by entering an order of investigation and suspension, either on its own motion or on petitions or requests for suspension of schedules and tariffs, and relating to authority to institute investigations into rates, fares, charges, and practices of carriers under Parts I, II, III, and IV, as ancillary to such investigations or such investigation and suspension proceedings; and the authority, prior to submission of evidence, to enter orders discontinuing any proceeding when the schedules or tariffs under which the proceeding arose have been cancelled. This delegation of authority shall not include (1) petitions or requests relating to schedules or tariffs filed in

purported compliance with any decision or order of the Commission or a division thereof, (2) petitions or requests for suspension of proposed general increases in rates, fares, or charges for application throughout a rate territory or region, or of wider scope, nor (3) any action in connection with suspensions to be taken during or after formal hearings or investigations. The Board may certify to Division Two any matter which, in its judgment, should be passed upon by that division or the Commission.

It is further ordered, That the foregoing amendments shall become effective March 1, 1961.

By the Commission.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 61-1762; Filed, Feb. 28, 1961;
8:48 a.m.]

[Notice 455-A]

MOTOR CARRIER TRANSFER PROCEEDINGS

FEBRUARY 27, 1961.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 63869. By order of February 24, 1961, the Transfer Board approved the transfer to Peake Transport Service, Inc., Chester, Nebr., of Certificate in Nos. MC 1641, MC 1641 Sub 27, MC 1641 Sub 28, MC 1641 Sub 34, MC 1641 Sub 40 and MC 1641 Sub 45 issued September 17, 1947, August 17, 1954, June 30, 1955, December 6, 1956, March 12, 1959, and August 10, 1960, respectively, to Ray Peake, doing business as Peake Transport Service, Chester, Nebr., authorizing the transportation of: refined petroleum products, petroleum products in bulk, in tank vehicles, rejected shipments, liquid petroleum products in bulk, printers ink in bulk, in tank vehicles, asphalt, road oil and residual fuel oil, from, to, or between specified points in Kansas, Nebraska, South Dakota, Missouri, Illinois, and Iowa. Einar Viren, 904 City Nat'l Bank Building, Omaha 2, Nebr., attorney for applicants.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 61-1808; Filed, Feb. 28, 1961;
8:51 a.m.]

[Notice 455-B]

MOTOR CARRIER TRANSFER PROCEEDINGS

FEBRUARY 27, 1961.

Synopses of orders entered pursuant to section 212(b) of the Interstate Com-

merce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 63870. By order of February 24, 1961, the Transfer Board approved the transfer to Nebraska Motor Express, Inc., Lincoln, Nebr., of Certificates in Nos. MC 1641 Sub 22 and MC 1641 Sub 23, both issued February 9, 1950 to Ray Peake, doing business as Peake Transport Service, Chester, Nebr., authorizing the transportation of: Malt beverages, canned goods, empty returned beverage containers, fresh meats, packing house products, frozen poultry, agricultural machinery and parts thereof, macaroni, noodles, grain products, pancake and cake flour, spaghetti, vermicelli, eggs, dressed poultry, and junk, from, to, or between specified points in Illinois, Iowa, Kansas, Minnesota, Nebraska, and Wisconsin. J. Max Harding, 605 South 12th Street, Lincoln, Nebr., attorney for applicants.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 61-1809; Filed, Feb. 28, 1961;
8:51 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

FEBRUARY 24, 1961.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 36914: *Liquid caustic soda to North Carolina and Tennessee.* Filed by O. W. South, Jr., Agent (No. A4067), for interested rail carriers. Rates on liquid caustic soda, in tank-car loads, from specified points in Alabama, Georgia, Louisiana, Kentucky, Tennessee, Ohio, Michigan, New York, and West Virginia, to Enka, N.C., Kingsport and Port Rayon, Tenn., and intermediate points in North Carolina and Tennessee named in the application.

Grounds for relief: Market competition.

Tariffs: Supplement 150 to Southern Freight Association tariff I.C.C. 1536, and other schedules named in the application.

FSA No. 36915: *Stocker livestock to Illinois territory.* Filed by O. W. South, Jr., Agent (No. A4066), for interested rail carriers. Rates on stocker livestock, as described in the application, in carloads, from specified points in southern territory, to points in Illinois territory.

Grounds for relief: Short-line distance formula and grouping.

Tariff: Supplement 43 to Illinois Freight Association tariff I.C.C. 938.

FSA No. 36916: *Commodities between points in Texas.* Filed by Texas-Louis-

ana Freight Bureau, Agent (No. 397), for interested rail carriers. Rates on rice, lime and water compounds, in carloads, between points in Texas, over interstate routes through adjoining states.

Grounds for relief: Intrastate competition and maintenance of rates from and to points in other states not subject to the same competition.

Tariff: Supplement 2 to Texas-Louisiana Freight Bureau tariff I.C.C. 935.

FSA No. 36918: *Fertilizers to Cincinnati, Ohio*. Filed by Southwestern Freight Bureau, Agent (No. B-7971), for interested rail carriers. Rates on fertilizer and fertilizer materials, as described in the application, in carloads, from points in southwestern territory, also Lawrence, Military, Kans., and La-Platte, Nebr., to Cincinnati, Ohio.

Grounds for relief: Short-line distance formula and grouping.

Tariffs: Supplement 132 to Southwestern Freight Bureau tariff I.C.C. 4290 and supplement 181 to Western Trunk Line tariff I.C.C. A-4171.

FSA No. 36919: *Peanut hulls from, to and between points in southwestern territory*. Filed by Southwestern Freight Bureau, Agent (No. B-7970), for interested rail carriers. Rates on peanut hulls, in carloads, between points in southwestern territory; between points in southwestern and points in southern territories; from points in southwestern territory to points in official (not including Illinois) territory, and from points in southern and southwestern territories to points in western trunk-line territory.

Grounds for relief: Short-line distance formula and grouping.

Tariffs: Supplement 82 to Southwestern Freight Bureau tariff I.C.C. 4331, and other schedules named in the application.

FSA No. 36920: *Commodity rates from and to Birwat, Greens, Ketona, and Mt. Pinson, Ala.* Filed by O. W. South, Jr., Agent (No. A-4068), for interested rail carriers. Rates on various commodities (other than coal and coke), between Birwat, Greens, Ketona, and Mt. Pinson, Ala., on the one hand, and points in the United States, on the other.

Grounds for relief: Rate relationship with Birmingham, Ala.

AGGREGATE-OF-INTERMEDIATES

FSA No. 36917: *Commodities between points in Texas*. Filed by Texas-Louisiana Freight Bureau, Agent (No. 398), for interested rail carriers. Rates on rice, lime, water compounds, etc., in carloads, as described in the application, from, to and between points in Texas, over interstate routes through adjoining states.

Grounds for relief: Maintenance of depressed rates established to meet intrastate competition without use of such rates as factors in constructing combination rates.

Tariff: Supplement 2 to Texas-Louisiana Freight Bureau tariff I.C.C. 935.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-1757; Filed, Feb. 28, 1961;
8:48 a.m.]

OFFICE OF CIVIL AND DEFENSE MOBILIZATION

HAROLD S. BLACKMAN

Appointee's Statement of Changes in Business Interests

The following statement lists the names and concerns required by subsection 710(b)(6) of the Defense Production Act of 1950, as amended.

No change since last statement, published August 18, 1960 (25 F.R. 8011).

Dated: February 1, 1961.

HAROLD S. BLACKMAN.

[F.R. Doc. 61-1738; Filed, Feb. 28, 1961;
8:45 a.m.]

JOHN E. WARREN

Appointee's Statement of Changes in Business Interests

The following statement lists the names of concerns required by subsection 710(b)(6) of the Defense Production Act of 1950, as amended.

Additions: None.

Deletions:

Cuban American Oil Co.
Medallion Petroleum Ltd.
Scurry Rainbow Oils
Savanna Creek Oil & Gas Co.

This statement amends notice published August 11, 1960 (25 F.R. 7665).

Dated: February 1, 1961.

JOHN E. WARREN.

[F.R. Doc. 61-1739; Filed, Feb. 28, 1961;
8:45 a.m.]



